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GENERAL INFORMATION

1. GENERAL

A. The Supplement is a joint Civil/Military Flight Information Publication (FLIP), published and distributed every 8 weeks by the FAA, Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed for use with the Flight Information Publication Enroute Charts, Alaska Terminal, USAF TACAN Charts covering Alaska and portions of Southwest and Northwest Canada, WAC and Sectional Aeronautical Charts.

B. This Supplement contains an Airport/Facility Directory of all airports shown on Enroute Charts, and those requested by appropriate agencies, communications data, navigational facilities, RADAR data, special notices and procedures applicable to the area of chart coverage. Military data of a more static or planning nature, is published in DoD Flight Information Publication AP/I Area Planning, North and South America.

C. The official ATC procedures for operating in the State of Alaska are the same as those in the conterminous United States, with a few exceptions, and are contained in the FAA Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

D. Blank pages in this publication have been annotated ''Intentionally left blank.''

E. NEW OR CHANGED INFORMATION —To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed to the left and extending the full length of the new and/or revised data. This will not apply to the front cover nor the airport/facility directory listings.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CIVIL

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: http://nfdc.faa.gov/portal/airportchanges.do

FAA, Aeronautical Information Services, ATO–R, Room 626
800 Independence Ave. S.W.
Washington, D.C. 20591
Telephone 1–866–295–8236
Fax 202–267–5322
Email 9–ATOR–HQ–AIS–AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the ''cut-off'' dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information Cut-off date	Airspace Information* Cut-off date
23 Sep 10	11 Aug 10	22 Jul 10
18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10
10 Mar 11	26 Jan 11	6 Jan 11
5 May 11	23 Mar 11	3 Mar 11
30 Jun 11	18 May 11	28 Apr 11

***Including changes to preferred routes and graphic depictions on charts.**

PROCURE FROM:

FAA, National Aeronautical Navigation Services
REDIS/Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769–9700
Online at http://www.aeronav.faa.gov
Email 9–AMC–Chartsales@faa.gov
Telephone 1–800–638–8972
FAX 301–436–6829
or any authorized chart agent.

MILITARY

For Corrections Information, See Chapter 11 of General Planning (GP). For Procurement refer to DOD Catalog of Aeronautical Charts and Flight Information Publications.

THIS PUBLICATION COMPRISES PART OF THE FOLLOWING SECTIONS OF THE UNITED STATES AERONAUTICAL INFORMATION PUBLICATION (AIP): GEN, AGA 3, COM 2.

NOTE: AERONAUTICAL INFORMATION MANUAL, BASIC FLIGHT INFORMATION AND ATC PROCEDURES

Civil pilots are urged to use the FAA Aeronautical Information Manual (AIM), Basic Flight Information and ATC Procedures to complement the operational data contained in the Alaska Supplement. The AIM contains information on the basic fundamentals required to fly in the U.S. National Airspace System which are not necessarily repeated within this Supplement. Representative of data contained consists of a Pilot/Controller Glossary; descriptions of Radio Aids to Navigation; Airspace, Air Traffic Control information involving services, rules, regulations, flight procedures, and emergency procedures; Safety of flight concerning weather, Medical Facts for Pilots and Good Operating Practices.

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AIRPORT/FACILITY DIRECTORY LEGEND

The following detailed legend is provided to assist you in becoming familiar with the format used in the Airport/Facility Directory. When the information presented is self-explanatory, it will not be covered in this legend.

SAMPLE

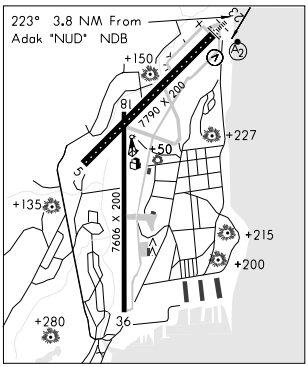
(1) (2) (3) (4) (5) (6) (7) (8) (9)

§ **NAME NAF** (Mitchell Fld) (FAI) (PAFA) 4 NE N51°52.68′ W176°38.76′ (AOE —LRA) UTC–8(–7DT) **JUNEAU**
N(N) 18 BL6, 9① H78(ASP) 05-23 S80, D145, 2D325, C5770–PCN 80 R/B/W/T **H–1A, L–2E**

(12) (13) (14) (15) (16) (10)→ **IAP, DIAP, AD**

(17)→**SERVICE** —S4 **JASU** —3(GTC-85), 1(NC-8A), 3(NC–10) ←(18)

(19)→**FUEL** —J5(NC–100LL) O–123, O–148, PRESAIR, De-Ice, LPOX (20)



(11)

(21)→ **A** —**GEAR**
RWY 05 MA-1A BAK-12(B) ___ BAK-12(B) MA-1A RWY 23
(150′ OVRN) (1000′) (1200′) (150′ OVRN)

(22)→ **LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 23	18–36	6500
RWY 36	05–23	7000

(23)→ **RUNWAY DECLARED DISTANCE INFORMATION**
RWY 05: TORA–7790 TODA–8490 ASDA–7490 LDA–7290
RWY 23: TORA–7790 TODA–7790 ASDA–7790 LDA–7490

(24)→ **AIRPORT REMARKS**—Attended Mon–Fri 1900–0300Z‡, OT CLOSED to all acft. Rwys 05 and 23 rgt tfc. ① Rwy 23, TCH 55′. GS 2.5°

(25)→ **WEATHER DATA SOURCES**—(AWOS–3 120.3 907–277–5500) (TWEB 112.2) (WX CAM).

(26)→ **COMMUNICATIONS** —**(CTAF 123.6) (SFA) (PTD 372.2) (UNICOM 122.8)(ATIS 118.4)(TIE-IN FSS KENAI ENA–DL–NOTAM ENA)**
RADIO —255.4 123.6 122.2T 122.1R 3023.5R (V)
Ⓡ **NAME APP CON** —335.8 289.4 363.8 134.1 142.74X 142.02 **(U)**
TOWER —340.2 127.2 (E) (Mon–Fri 1500–0500Z‡) **GND CON** —236.6 149.58 **DEP CON** —254.3 126.4
A/G —See HF/SSB Listing
NAVY UNIVERSAL A/G —CW freq: 9035 4710.5; call DFC
AIRLIFT COMMAND POST —263.0
SUAIS —125.3 (1–800–758–8723)
VFR ADVISORY SVC—Contact APP CON 25 NM out on 335.8 or 134.1.

(27)→ **AIRSPACE: CLASS D** svc Mon–Fri 1900–0300Z‡ other times CLASS G.

(28)→ **RADIO AIDS TO NAVIGATION —(VOT 111.0)**
(H)TACAN Chan 77 NUD (113.0) N51°52.28′ W176°40.45′ 060° 1.1 NM to Fld. 379/9E.
NDB(HW) 347 NUD N51°55.02′ W176°34.01′ 223° 3.8 NM to Fld.
VHF/DF-ctc KENAI FSS. Lctd at N51°52.79′ W176°38.70′.
ILS 114.0 I–ADK Chan 87 Rwy 23
MLS Chan 514 Rwy 23

(29)→ **RADIO/NAV/WEATHER REMARKS** —See Notices Section for special ATC procedures.

		(31)	(32)							
(30)→	**NAME CENTER** —	323.1	**320.8**	320.8	**291.1**	**285.5**	285.5	132.1		
	Arr–Dep U.S.—	327.4	**288.8**	288.8	265.4	**261.3**	**233.1**	133.8	**131.75**	118.2
(33)→	**Radar** —	311.5	286.5	131.8						
	West —	318.8	255.1	122.2						
(34)→	**Old** —	**385.6**	381.6	353.5	**351.8**	351.8	285.4	**135.88**	124.4	124.2
	Hunter —	363.0	**351.9**	351.9	347.7	**291.7**	**285.3**	132.55	**132.45**	132.2

ALL BEARINGS AND RADIALS ARE MAGNETIC UNLESS OTHERWISE SPECIFIED. **ALL TIMES ARE UTC EXCEPT AS NOTED.**
ASR/PAR VISIBILITIES ARE IN STATUTE MILES. **T—Transmit R—Receive x—On request**

THE HORIZONTAL REFERENCE DATUM OF THIS PUBLICATION IS NORTH AMERICAN DATUM OF 1983 (NAD 83), WHICH FOR CHARTING PURPOSES IS CONSIDERED EQUIVALENT TO WORLD GEODETIC SYSTEM 1984 (WGS 84).

(11)

SKETCH LEGEND

Bearings/radials are magnetic unless otherwise indicated.

Distances are nautical miles.

Elevations are feet above/below Sea Level.

RUNWAYS/LANDING AREAS

Hard Surfaced . . . . . .

Steel Mat . . . . . .

Sod, Gravel, etc. . . . . .

Light Plane, ...
Ski Landing Area or Water

Under Construction . . . . . .

Closed . . . . . .

Helicopter Landings Area . . . . . (H)

Displaced Threshold . . . . . .

Taxiway, Apron and Overrun . . . . .

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . . Obstruction Solid Landmark Screen

Power Lines . . . . . Obstruction Solid Landmark Screen

Towers . . . . . Obstruction Solid Landmark Screen

Tanks . . . . . Obstruction Solid Landmark Screen

Oil Well . . . . . Obstruction Solid Landmark Screen

Smoke Stack . . . . . Obstruction Solid Landmark Screen

Obstruction 5812

Spot Elevation 5812

Trees . . . . . .

Populated Places . . . . . .

Cuts and Fills . . . . . Cut Fill

Cliffs and Depressions . .

Hill . . . . . .

RADIO AIDS TO NAVIGATION

VORTAC . . .

VOR . . . . . .

LF RNG . . .

NDB . . . . . .

VOR/DME . .

NDB/DME . . . .

TACAN . . . .

Commercial Broadcast Station .

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . . .

Wind Cone . . . . . .

Landing Tee . . . . . .

Tetrahedron . . . . . .

Control Tower . . . . . .

APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A•) Negative symbology, e.g., (A•) (V) indicates Pilot Controlled Lighting (PCL). Runway Touchdown Zone and Centerline Lighting System (TDZ/CL) availability by note on sketch e.g. TDZ/CL Rwy 15.

Runway Centerline Lighting . . . . . .

(A) Approach Lighting System ALSF-2 . . . .

(A1) Approach Lighting System ALSF-1 . . . .

(A2) Short Approach Lighting System SALS/SALSF . . . . . .

(A3) Simplified Short Approach Lighting System (SSALR) with RAIL . . . . . .

(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) .

(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . . .

Omnidirectional Approach Lighting System (ODALS) . . . . . .

(D) Navy Parallel Row and Cross Bar . . . . .

(I) Air Force Overrun . . . . . .

(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided

(V3) Visual Approach Slope Indicator with a Threshold Crossing Height to accommodate long bodied or jumbo aircraft.

(P) Precision Approach Path Indicator

(V2) Pulsating Visual Approach Slope Indicator

(V5) Approach Path Alignment Panel

4 AIRPORT/FACILITY DIRECTORY LEGEND

① NOTAM SYMBOLOGY DEFINITIONS

Facilities covered by the FAA/DoD integrated NOTAM system shall be indicated by the appropriate symbols immediately preceding the facility name, as follows.

DoD NOTAM SERVICE—NOTAM information for DoD aircrews is obtained using the DoD Internet NOTAM System (DINS) which is derived from the United States Consolidated NOTAM Office at the FAA Air Traffic Control Systems Command Center, Herndon, VA.

PRIMARY—The Primary DINS system NOTAM web page https://WWW.NOTAMS.JCS.MIL incorporates many features to assist the user when retrieving NOTAM requests. Real time NOTAM data is available and contains all NOTAMs validated by the U.S. NOTAM System (USNS), which includes domestic, international, military and from Flight Data Centers (FDC). DINS will provide a plain language notice, highlighted in red, when a requested location is not in the U.S. NOTAM System. If the requested location is not covered, it does not transmit location to receive NOTAM information to the USNS. You must contact the requested location to receive NOTAM information.

ALTERNATE LOCATION—Use WWW.NOTAMS.FAA.GOV to retrieve NOTAMs should the primary DINS server be out of service.

§ Facility is covered by civil NOTAMs

All aircrews should consult FAA NOTICES TO AIRMEN. Aircrews filing to airports not covered by the FAA/DoD integrated NOTAM system should contact the nearest FAA FSS.

② CITY/AIRPORT NAME — Civil and civil-military airports are listed alphabetically by official city reference. Where the city name is different from the airport name the city name will appear on the line above the airport name. Multiple airports referenced to the same city are listed alphabetically by airport name separated by a dashed rule line. All others will be separated by a solid rule line. Military airports are listed alphabetically by official airport name.

③ ALTERNATE OR CITY NAME

④ AIRPORT IDENTIFIERS AND ICAO LOCATION INDICATORS — The airport identifier is shown by a three or four character code in parentheses. The ICAO location indicator, when assigned, will be published in parentheses immediately following the airport identifier. Zeros will appear with a slash to differentiate them from the letter 'O'.

⑤ AIRPORT LOCATION — Location is given in nautical miles (to the nearest tenth mile) and direction from center of referenced city.

⑥ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP) — Positions are shown in degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑦ AIRPORT OF ENTRY (AOE), LANDING RIGHTS ARPT (LRA), AND CUSTOMS USER FEE AIRPORTS.

U. S. CUSTOMS USER FEE AIRPORT—Private aircraft operators are frequently required to pay the costs associated with customs processing.

US Customs Air and Sea Ports, Inspectors and Agents
Pacific Sector (WA, OR, CA, HI and AK) 407–975–1800

⑧ TIME CONVERSION — Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as ''Z'' time. The supplement indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time (DT); e.g., UTC–9(–8DT). The symbol ‡ indicates that during periods of daylight saving time, effective hours will be one hour earlier than shown. Where the location does not observe daylight saving time, or the area is constantly on daylight saving time, the listing shall indicate the UTC local time conversion factor only; e.g., UTC–9.

⑨ CHARTS — Refer to the Sectional Chart, Alaska Low and High Altitude Enroute chart and panel on which the airport or facility is located.

⑩ INSTRUMENT APPROACH PROCEDURE, AIRPORT DIAGRAM — The letters IAP indicate an airport for which a prescribed (Public–Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. See Section C, General Notices portion of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published in Section G. Airport diagrams are listed alphabetically by associated city and airport name.

⑪ AIRPORT SKETCH — When provided depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self–explanatory will be reflected in the sketch legend. The airport will be oriented with True North at the top.

⑫ AIRPORT CLASSIFICATION — Airports within the directory are classified into two basic categories, e.g., (1) Military/Federal Government, and (2) Civil airports open to the general public, plus some selected private airports. To readily identify the type of airport, an abbreviation as listed below appears beneath the airport name.

MILITARY/FEDERAL GOVERNMENT

A	—	US Army	FAA	—	Federal Aviation Administration
AF	—	US Air Force	MC	—	US Marine Corps
ANG	—	US Air National Guard	MOT	—	Ministry of Transport, Canada
AR	—	US Army Reserve, normally limited operating facilities	N	—	US Navy
			NG	—	US Army National Guard
AS	—	Air Station	NMFS	—	National Marine Fisheries Service
CG	—	US Coast Guard	USFS	—	US Forest Service
DND	—	Department of National Defense Canada			

CIVIL

P — Civil Airport wherein permit covers use by transient Military Aircraft. When Military/Federal Government is a **tenant** on the airport, abbreviations will be enclosed in parentheses (see sample Legend).

PVT — Private Use Only (Closed to the Public). Military pilots are reminded they may be subjected to landing fees at these airports if no agreement exists for military use.

NO CLASSIFICATION — Indicates the airport is open to the General Public. For military use, arrangements must be made with the airport manager. USAF/USN pilots may use these airports for official business only upon approval of major Command/Operational Commander. U. S. Army Pilots refer to AR-95-1.

⑬ AIRPORT ELEVATION — The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as (00). When elevation is below sea level a minus (−) sign will precede the figure.

⑭ LIGHTING — (Specific lighting facilities available are indicated by following code.)

B — Rotating Light (Rotating beacon) (includes flashing white; green and white; split-beam and other types). Omission of B indicates beacon is not available. At civil airports, omission may indicate that beacon does not operate standard hours (sunset-sunrise).

L — by itself indicates temporary lighting such as flares, smudge pots, lanterns.

—1 Portable lights (Electrical)
—2 Boundary lights
—3 Runway floods
—4 Runway or strip
—5 Approach lights
—6 High intensity runway lights
—7 High intensity approach lights
—8 Sequenced Flashing lights
—9 Visual Approach Slope Indicator Systems
—10 Runway End Identifier Lights (REIL)
—11 Runway Centerline lights
—12 Precision Approach Path Indicator (PAPI)
—13 Optical Landing System (OLS)

* An asterisk preceding an element indicates that it operates on request only (by phone call, telegram or letter, or radio). Where the asterisk is not shown the lights are in operation sunset to sunrise.

NOTE: Obstructions are usually lighted in accordance with both Federal Air Regulations and military regulations; therefore, they have not been included as a part of the above code. If, however, information indicates there are unlighted obstructions surrounding the airport this will be indicated in remarks column.

NOTE: When runway edge lights are positioned more than 10 ft. from the edge of the usable runway surface a CAUTION note will be included in the airport remarks. This is applicable to Air Force, Air National Guard, Air Force Reserve Bases, and those joint use airfield on which they are tenant.

NOTE: Civil ALSF–2 may be operated as SSALR during favorable weather conditions.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the Airport Remarks, as follows:

ACTIVATE MALSR Rwy 07, HIRL Rwy 07–25-122.8.
or
ACTIVATE MIRL Rwy 18–36-122.8.
or
ACTIVATE VASI and REIL, Rwy 07-122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. For a detailed description of pilot control of airport lighting, CIVIL - See AIM ''Basic Flight Information and ATC Procedures'' and MILITARY - See ''Flight Information Handbook''.

Airports having other than FAA approved systems, the remarks will indicate the type of lights, method of control, and operating frequency in clear text.

⑮ RUNWAY DATA — GENERAL: Runway surface material is classified as either Hard or Other. A hard surface is considered to be permanent and requires little maintenance. The letter H precedes the length figure at airports considered to have hard surface runways. Absence of an H means other than hard surface. The surface material is shown in parentheses following the runway length and is the visible material or composition of the major landing portion of the runway.

LENGTH: Runway length shall be the actual length of the longest runway (pavement, end to end) including displaced thresholds, but excluding those areas designated as overruns. The length is shown to the nearest hundreds of feet (add 00). 70 shall be the division point, e.g., 10769 feet equals 107. 10770 feet equals 108. Length for landing and takeoff shall be clarified in the Airport Remarks Section.

SURFACE:

1. HARD — (ASP) Asphalt. Hot or cold laid plant mixes of asphalt cement with graded crushed aggregate. Includes stone rolled to form a smooth hard surface and bound with a permanent bitumen binder.
   (BED ROCK)
   (BRICK) Laid and mortared
   (CON) Concrete: Stone, sand, cement and water mixture.
2. OTHER — (BITUMEN) A coal tar or petroleum product binding, usually with sand and/or gravel. (Do not confuse with bitumen bound macadam.)
   (MACADAM) Crushed stone rolled to form a smooth, hard surface and bound with a temporary binder such as clay, earth, etc.

(CINDERS)	(SAND)	(AFSC) Aggregate Friction seal coat
(CLAY)	(SILT)	(GRVD) Grooved
(COAL)	(SOD)	(PFC) Porous friction courses
(EARTH)	(TUNDRA)	(RFSC) Rubberized friction seal coat
(GRASS)	(TURF)	(TRTD) Treated
(GVL) Gravel	(PSP) Pierced steel plank	(WC) Wire combed
(LIMESTONE)	(VOLCANIC ASH)	(UNK) Surface material unknown

⑯ RUNWAY WEIGHT BEARING CAPACITY — Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in this publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900, (B737), A319), etc.
T	D	Dual wheel type landing gear. (P3, C9).
ST	2S	Two single wheels in tandem tye landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5.)

AUW — All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
SWL — Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
PSI — Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).
C54, etc. —Aircraft by type based on past usage when more specific information is not known,
NOTE: Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five part code (e.g., PCN 80 R/B/W/T). Details of the coded format are as follows:

(1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.

(2) The type of pavement:
R — Rigid
F — Flexible
(3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra-low
(4) The maximum tire pressure authorized for the pavement:
W — High, no limit
X — Medium, limited to 217 psi
Y — Low, limited to 145 psi
Z — Very low, limited to 73 psi
(5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

(17) SERVICING (CIVIL CODE)

S1: Minor airframe repairs.
S2: Minor airframe and minor powerplant repairs.
S3: Major airframe and minor powerplant repairs.
S4: Major airframe and major powerplant repairs.

NOTE: While Jet Starter units are available at a number of Civil Airports, it remains the responsibility of the individual and/or company to make sure that this service will be available.

SERVICING (MILITARY)

Specific services available are listed individually under each airport listing, i.e., fuel, oil, JASU, etc. Times of transient alert service availability are given in the Airport Remarks. Transient alert service is considered to include all services for TURN-AROUND, i.e., servicing (Fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for turn-arounds during time periods when servicing or maintenance manpower is not available. In case of airports not operated exclusively by U.S. military, the servicing indicated will not always be available for U.S. military aircraft. When transient alert services are not shown, facilities are unknown.

NO PRIORITY BASIS —Means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

NOTE: BASES MAY BE USED AT **ANY TIME** AS WEATHER ALTERNATES OR IN CASE OF EMERGENCY.

(18) JET AIRCRAFT STARTING UNITS (JASU) — The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates 10 or more units available. Absence of JASU designation indicates non-availability.

USAF JASU (For variations in technical data, refer to T.O. 35-1-7).

Electrical Starting Units:

AF/M32A–10	AC: 115/208V, 400 cycle, 3 phase, 20 KVA, 0.75 PF, 4 wire DC: 28V, 500 AMP, 15 KW
A/M32A–86	AC: 115/200V, 3 phase, 90 KVA, 0.8 PF, 4 wire DC: 28V, 1500 AMP, 72 KW (with TR pack)
C–26B	AC: 115/208V, 380–800 cycles, 1 phase, 15 KVA, 131 AMP, 2 wire DC: 28V, 1500 AMP, 45 KW
MC–1A	AC: 115/208V, 400 cycle, 3 phase, 37.5 KVA, 0.8 PF, 108 AMP, 4 wire DC: 28V, 500 AMP, 14 KW
MD–1	AC: 120/108V, 400 cycle, 3 phase, 6.25 KVA, 0.8 PF
MD–2	AC: 120/280V, 400 cycle, 3 phase, 10 KVA, 0.8 PF
MD–3	AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 1500 AMP, 45 KW, split bus
MD–3A	AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire
MD–3B	DC: 28V, 1500 AMP, 45 KW, split bus AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 4 wire DC: 28V, 500 AMP
MD–3M	AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 500 AMP, 15 KW
MD–4	AC: 120/208V, 400 cycle, 3 phase, 62.5 KVA, 0.8 PF, 175 AMP, ''WYE'' neutral ground, 4 wire, 120V, 400 cycle, 3 phase, 62.5 KVA, 0.8 PF, 303 AMP, ''DELTA'' 3 wire, 120V, 400 cycle, 1 phase, 62.5 KVA, 0.8PF, 520 AMP, 2 wire
MEP116A	AC: 115/208V and 240/446V, 400 cycle, 3 phase, 100 KW, 0.8 PF

Air Starting Units: (USAF)

AM32–95	150 ± 5 lb/min (2055 ± cfm) at 51 ± psia
LASS	150 ± 5 lb/min at 49 ± psia
MA–1A	82 1bs/min (1123cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MB–1	500 cu in cap, 3500 paig, 15 cfm
MB–9	4.01 cu ft cap (6930 cu in cap), 5 cfm
MC–1	5,000 cu in cap, 3500 psia, 15 cfm (modified)
MC–1A (modified)	15 cfm, 3500 psia
MC–2A	15 cfm 200 psia
MC–11	8,000 cu in cap, 4000 psig, 15 cfm

Combination Air and Electrical Starting Units: (USAF)

AM32A–A*	AIR:	120 +/- 4 lbs/min (1644 +/- 55 cfm) at 49 +/- 2 psia
	AC:	120/208V, 400 cycle, 3 phase, 75 KVA, 0.75 PF, 4 wire, 120V, 1 phase, 25 KVA
	DC:	28V, 500 AMP, 15 KW
AM32A–60A	AIR:	150 +/- 5 lbs/min (2055 +/- 68 cfm at 51 +/- psia
	AC:	120/208V, 400 cycle, 3 phase, 75 KVA, 0.75, PF, 4 wire
	DC:	28V, 200 AMP, 5.6 KW
AM32A–60B*	AIR:	130 lbs/min, 50 psia
	AC:	120/208V, 400 cycle, 3 phase, 75 KVA, 0.75 PF, 4 wire
	DC:	28V, 200 AMP, 5.6 KW
MA–3MPSU	AIR:	150 lb/min, 13.5 cfm, 60 psia
	AC:	115/208V, 400 cycle, 3 phase, 60 KVA
	DC:	28V, 1000 AMP, 30 KW

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount o electrical power available

Starter Cartridges: MXU–4A AND 129A

USN JASU

ELECTRICAL STARTING UNITS:

MMG—1/1A	—	DC: 500 amp constant, 1000 amp intermittent, 28V; AC: 60 kVA at .8PF, 115/200V, 3 phase 400 Hz; Input (AC): 220/400V. 3-phase, 60 Hz.
MMG—2	—	DC: 500 amp constant, 28V, AC: 30 kVA at .8PF, 115/200V, 3 phase, 400 Hz; Input (AC): 220/400 Hz, 3 phase, 60 Hz.
NC—2A	—	DC: 500 AMP constant, 28V; AC: 30 kVA 115/200V, 3 phase, 400 Hz.
NC—8A/A1	—	500 amp constant, 750 amp intermittent, 28V; AC: 60 kVA, 115/200V, 3 phase, 400 Hz.
NC—10A/A1/B/C	—	DC: 750 amp constant, 1000 amp intermittent, 28V; AC: 90 kVA, 115/200V, 3 phase, 400 Hz.
EAPU	—	DC: 300 amp constant, 28V.

AIR STARTING UNITS:

GTC—85/GTE—85 WELLS AIR START SYSTEM	—	120 lbs per min at 45 psi.
	—	180 lbs per min at 75 psi or 120 lbs per min at 45 psi. Simultaneous multiple start capability.
MSU–200/NAV/A/U47A–5	—	204 lbs per min at psia.

COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCPP—105	—	180 lbs per min at 75 psi or 120 lbs per min at 45 psi. 700 amp, 28 V DC. 120/208 V, 400 Hz AC, 30 kVA.
RCPT—105	—	same as NCPP—105.

USA JASU

59B2—1B —28 V, 7.5 K.W., 280 amp.

DND JASU

a. ELECTRICAL STARTING UNITS:

CE 1	AC 115/200 V 37.5 KVA 400 HZ 3 PH
CE 2	AC 120/208 V 10 KW 400 HZ 3 PH
CE 3	AC 120/208 V 15 KW 400 HZ 3 PH
CE 4	AC 120/208 V 18 KVA 400 HZ 3 PH
CE 5	AC 120/208 V 10 KVA 400 HZ 3 PH
CE 6	AC 120/208 V 15 KVA 400 HZ 3 PH
CE 7	AC 115 V 5 KVA 400 HZ 1 PH
CE 8	AC 115/200 V 40 KVA 400 HZ 3 PH
CE 9	AC 120/208 V 37.5 KVA 400 HZ 3 PH
CE 10	AC 115/200 V 20 KVA 400 HZ 3 PH
CE 11	AC 120/208 V 8.8 KVA 400 HZ 3 PH
CE 12	AC 115/200 V 140 KVA 400 HZ 3 PH
CE 13	AC 115/200 V 60 KVA 400 HZ 3 PH
CE 14	AC/DC 115/208 V 60 KVA 400 HZ 3 PH 28 VDC 1500 AMP
CE 15	DC 22-35 V 500 AMP CONTINUOUS 1100 AMP INTERMITTENT
CE 16	DC 28-35 V 50 AMP CONTINUOUS 1100 AMP INTERMITTENT (SOFT START)
CE 17	DC 28.5 V 2.5 KW

b. AIR STARTING UNITS:

CA 1	MA1A 36-45 PSIG, 82-90 lb/min
CA 2	ASA 45.5 PSIG, 116.4 lb/min
CA 3	MC 11 4000 PSIG, 15 cu ft per min

c. COMBINATION ELECTRICAL AND AIR STARTING UNITS:

CEA 1	AC 120/208 V 60 KVA 400 HZ 3 PH DC 28 V 75 AMP AIR 112.5 16/min 47 PSIG
CEA 2	AC 120/208 V 75 KVA 400 HZ 3 PH AIR 116.4 16/min 47 PSIG

⑲ US AVIATION FUELS (MIL SPECS)/COMMERCIAL AVIATION FUELS — At joint use airports bold type in directory listing denotes the availability of U.S. military base supply fuel while into-plane contract fuel is shown in light type. Listing preceded by NC (no military contract) identifies open market aviation fuel. Where codes are not assigned, fuel will be published as indicated in grade class.

FLIP CODE	GRADE	NATO CODE
80	(80/87 Mil spec) Grade 80 Gasoline (Red)	F—12
100	Grade 100 Gasoline (Green)	None
100LL	(100/130 Mil spec) Grade 100 Gasoline Low Lead (Blue)	F—18
115	(115/145 Mil spec) (Purple)	F—22
A	Jet A, Kerosene, without FS—II*, FP** minus 40°C	None
A+	Jet A, Kerosene, with FS—II*, FP** minus 40°C	None
A1	Jet A—1, Kerosene without FS—II*, FP** minus 47°C	F—35
A1+	Jet A—1, Kerosene, with FS—II*, FP** minus 47°C	F—34
B	Jet B, Wide Cut, Turbine Fuel without FS—II*, FP** minus 50°C	None
B +	Jet B, Wide Cut Turbine Fuel with FS—II*, FP** minus 50°C	None
J4	(JP—4 Mil spec) FP** minus 58°C	F—40
J5	(JP—5 Mil spec) FP** minus 46°C	F—44
J8	(JP—8 Mil spec) Jet A—1, Kerosene with FS—II, FP** minus 47°C	F—34
J8+100	(JP–8 Mil spec) Jet A–1, Kerosene with FS–II (Fuel System Icing Inhibitor), FP (Freeze Point) minus 47°C, with fuel additive package that improves thermo stability characteristics of JP–8.	None
J	(Jet Fuel, Type unknown)	
MOGAS	Automobile gasoline which is to be used as aircraft fuel	None

* (Fuel System Icing Inhibitor)

**(Freeze Point)

NOTE: Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuels listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel dispensers at locations where refueling is planned.

MILITARY: Where contract fuel is available, the name of the refueling agent is shown footnoted in airport remarks. Military fuel should be used first if it is available. When military fuel cannot be obtained but contract fuel is available, Government aircraft should refuel with contract fuel to avoid potential contract disputes with into–plane contractors. When fuel or oil is obtained from commercial sources, the crew member who signs for the product will ensure that quantity shown on the issue document actually has been received. If the contractor/fueling agent insists on using his own commercial delivery form or other form ie: AF Form 15, SF44, etc., in addition to the DD Form 1898, the pilot/crew chief is responsible for annotating the form utilized with the statement ''Duplicate–DD Form 1898 accomplished.'' Should there be any question as to whether a contract exists at an individual aerodrome location, DESC–OD DLA Headquarters, Ft. Belvoir, Va., can be contacted by message or telephone at: 1–800 2 TOP OFF (1–800–286–7633).

The U.S. Government National Credit Card (SF 149) is not a valid instrument to obtain fuel under a DFSC Into–Plane Contract. The U.S. Military Aircraft Identaplates DD Form 1896 (Jet Fuel) and DD Form 1897 (Avgas) and Af Form 1245 (Avgas) are the only acceptable plates for use in documenting into–plane contract fuel purchases.

US AVIATION OILS (MIL SPECS)

FLIP/NATO CODE	GRADE, TYPE
0—113	1065, Reciprocating Engine Oil (MIL—L—6082)
0—117	1100, Reciprocating Engine Oil (MIL—L—6082)
0—117 +	1100, 0—117 plus Cyclohexanone (MIL—L—6082)
0—123	D—1065 (Dispersant), Reciprocating Engine Oil (MIL—L—22851 Type III)
0—128	D—1100 (Dispersant), Reciprocating Engine Oil(MIL—L—22851 Type II)
0—132	1005, Jet Engine Oil (MIL—L—6081)
0—133	1010, Jet Engine Oil (MIL—L—6081)
0—148	None, MIL—L—7808 (Synthetic Base) Turbine Engine Oil
0—156	None, MIL—L—23699 (Synthetic Base) Turboprop and Turboshaft Engines.

SUPPORTING FLUIDS AND SYSTEMS

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft
De-Ice	T—33 De-Icing Fluid (MIL—A—6091)
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP (Spectrometric Oil Analysis Program) programs provide essentially the same service, JOAP is now the standard joint service supported program.)
PRESAIR	Air Compressors rated 3,000 PSI or More
SP	Single Point Refueling
W	Water, Thrust Augmentation —Jet Aircraft
WAI	Water-Alcohol Injection Type, Thrust Augmentation —Jet Airport

⑳ OXYGEN (MILITARY)

LPOX	—	Low pressure oxygen servicing.	OXRB	—	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in aircraft where oxygen can be replenished only by replacement of cylinders.)
HPOX	—	High pressure oxygen servicing.			
LHOX	—	Low and High pressure oxygen servicing.			
LOX	—	Liquid oxygen servicing.			

NOTE: Combination of above terms is used to indicate complete oxygen servicing available, i.e., LHOX and RB-Low and RB-High pressure oxygen servicing and replacement bottles; LPOX-RB only—Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN

LPNIT–Low pressure nitrogen servicing.

HPNIT–High pressure nitrogen servicing.

LHNIT–Low and high pressure nitrogen servicing.

NIT–Indicates nitrogen servicing when type of servicing is unknown.

㉑ ARRESTING GEAR SYSTEM

US SYSTEMS

REFER TO CURRENT AIRCRAFT OPERATING MANUALS FOR SPECIFIC ENGAGEMENT WEIGHT AND SPEED CRITERIA BASED ON AIRCRAFT STRUCTURAL RESTRICTIONS AND ARRESTING SYSTEM LIMITATIONS.

NOTE: Airport listings may show availability of other than U.S. military arresting systems. This information is provided for emergency requirements only.

CABLE

Following is a list of current tail hook systems identified by both Air Force and Navy terminology:

BI—DIRECTIONAL (B)		M–21 rotary hydraulic operational arrestor, short runout 700′.
AIR FORCE	NAVY	
BAK—6		Water Squeezer
BAK—9		Rotary Friction Brake
BAK—12		Rotary Friction Brake
	M—21	Rotary hydraulic operational arrestor, short runout 700′
BAK—13	E—28	Rotary hydraulic
MB100		Textile Brake–An emergency one–time use, modular braking system employing the tearing of specially woven straps to absorb the kinetic energy.
UNI—DIRECTIONAL		
	E5/E5—1/ E5—3	Chain type. At USN/USMC air stations E–5 A–Gear is rated; e.g., E–5 Rating–13R–1100 HW (DRY), 31L/R–1200 STD (WET). This rating is a function of the A–Gear chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under AIRPORT REMARKS.
MB60		Textile Brake–An emergency one–time use, modular braking system employing the tearing of specially woven straps to absorb the kinetic energy.

BARRIER/CABLE

Uni—Directional	
MA—1A	Web barrier between stanchions attached to a chain energy absorber. Designed primarily for main strut engagement but tests reveal successful hook back—up capability.
BAK—15 (61QS II)	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.
BAK—15 (NI)	Web barrier between stanchions interconnected with a hook pickup cable and energy absorber. System is call BAK—15 with Net Interconnect (NI).

CAUTION: Landing short of the runway threshold on a runway with a BAK—15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

The following arresting systems are designed for main strut arrestments and modified with an extra pick up cable for hook arrestment if desired.

Uni—Directional	
MA—1A modified	Web barrier between adjustable stanchions combined with
or MA—1A/E—5	a hook pick up cable and chain energy absorber.
MA—1A/BAK—9,	Web barrier between adjustable stanchions combined with
BAK—12	a hook pick up cable and a mechanical energy absorber.

The following devices are used in conjunction with some aircraft arresting systems:

BAK—11	Pop up engaging device with a mechanical energy absorber (BAK—9, BAK—12) to engage main landings struts.
BAK—14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the systems requires up to 5 seconds to fully raise the cable).

LOCATION OF GEAR: The arresting gear is depicted as it is located on the runway. The middle portion of the runway is indicated by a dash ____, and the A—Gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. Arresting gear which has a bi-directional capability and can be utilized for emergency approach end engagements is indicated by a (B). See example A. NOTE—Up to 15 minutes advance notice may be required for rigging A—Gear for approach end engagement. Direction of engagement of E5/E5—1 chain type gear as indicated by an arrow i.e., ←E5—1. See example B.

A—GEAR

(Example A)

RWY 18	MA—1A (150′ OVRN)	BAK—6(B) (600′)	BAK—12(B) (1000′)		BAK—12(B) (1200′)	BAK—6(B) (600′)	MA—1A (150′ OVRN)	RWY 36

(Example B)

RWY 3	←E5—1 (1465′)	E5—1→ (2148′)	←E5—1 (3260′)		E5—1→ (957′)	RWY 21

OTHER TYPE	DESCRIPTION
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

(22) LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for ''Land and Hold Short Operations.'' These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold short operations and markings.

(23) RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take–off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take–off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.

ASDA—Accelerate Stop Distance Available. The length of the take–off run available plus the length of the stopway if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(24) AIRPORT REMARKS

1. GENERAL: Pertinent Airport Remarks have been grouped in order of applicability. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to an activity or activities on the airport are shown on separate lines, i.e., (A) (AF) (N) (ANG) (CIVIL), etc. Restrictions affecting the operational status of the airports are the first entry within each group.

II. AIRPORT ATTENDANCE: Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., lights, fuel, transportation).

III. CRITERIA: Airport Remarks are limited to those items of information determined essential for operational use and are outlined below under paragraph A. Another list (paragraph B) is also shown to indicate the type of data that normally is not published. Remarks received for publication which are not in accordance with paragraph ''A'' will not be published. If a special need exists for publication of data not covered in this list, the appropriate authority should forward their request to the office listed in the general information section with full justification of their operational need.

A. Remarks are limited to those items that fall within the following criteria:

1. Conditions of a permanent or indefinite (more than 30 days) nature, regarding aeronautical facilities, services to include transient alert service available to aircraft, procedures, or hazards, knowledge of which is essential for safe and efficient operation of aircraft.
2. Obstructions to aircraft operations on or near the airport/seaplane/heliport landing area.
3. Occurrence or correction of defects or changes in the landing or operating area.
4. Caution notes relating to extensive aircraft maneuvers at military facilities, which may affect air navigation, i.e., flight training, aircraft testing, flights of uncontrolled or unmanned aircraft.
5. Traffic pattern data for those USAF, USN and US Army bases (including those on which the USAF or US Army is a tenant) that deviate from the standard.
6. Heliport approach and departure directions, traffic/holding pattern altitudes.
7. Special VFR arrival procedures (these may be included in their entirety or by reference to the actual location in the FLIP).
8. Customs facilities, seasonal availability, Naval airfield category.
9. When the appropriate authority authorizes the use of overruns for take-off purposes, a note to this effect may be shown.
10. Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airport can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passenger seats	X	X		X
Schedule Air Carrier Aircraft iwth 10 to 30 passenger seats	X	X	X	

14 CFR–PART 139 CERTIFICATED AIRPORTS

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	*Required No. Vehicles*	*Aircraft Length*	*Scheduled Departures*	*Agent + Water for Foam*
A	1	<90′	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H_2O
B	1 or 2	≥90′, <126′ ≥126′, <159′	≥5 <5	Index A + 1500 gal H_2O
C	2 or 3	≥126′, <159′ ≥159′, <200′	≥5 <5	Index A + 3000 gal H_2O
D	3	≥159′, <200′ >200′	≥5 <5	Index A + 4000 gal H_2O
E	3	≥200′	≥5	Index A + 6000 gal H_2O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H_2O–Water; DC–Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

11. Footnotes — Circled numerals are used to footnote data to the **Remarks** section, e.g., ①, ②, etc.

B. The following type data is not normally published.

1. Any condition which is expected to remain in effect for less than 30 days. This type data includes: Presence or removal of hazardous conditions due to snow, ice, water, or temporary obstructions on or adjacent to the landing area, remarks such as, ''runway slippery when wet, do not use runway (Number) or taxi-way'', etc.
2. Data regarding IFR arrival and departure procedures.
3. Temporary shortages of certain types of fuel, starting equipment or other aircraft services.
4. Information concerning permanent closing of a runway.
5. Data regarding closures or restrictions at stations due to air shows, close proximity to athletic events, etc.
6. Data regarding availability of box lunches, hotel reservations, government transportation, billeting, VIP arrivals, etc.
7. Instructions as to how to fly the VFR traffic pattern.
8. Instructions for ground control and/or ground handling of aircraft.

IV. AIRPORT RESTRICTIONS:

A. CLOSED (CLSD): When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during emergency provided there is a safe landing area.

B. OFFICIAL BUSINESS ONLY (OFFL BUS ONLY): The airport is closed to all transient aircraft that do not have official business at or near the installation concerned. USAF aircraft require written orders. Official business within the meaning of AFI 13–213 and OPNAVINST 3721.1 is further defined as the necessity for personnel aboard the aircraft to contact personnel or units (including civilian) at or near the airport concerned. This definition does not provide for routine transient aircraft operations such as obtaining clearances or servicing unless required by operations in oversea areas.

C. AF OFFL BUS ONLY OR NAVY OFFL BUS ONLY: Indicates that the restriction applies only to service indicated.

D. PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. PPR must be requested and confirmation received before the flight departs to that airfield. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Even though not annotated in the Airport Remarks, prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.71C.

NOTE: Official Business Only and PPR restrictions are not applicable to Special Air Mission (SAM) aircraft providing person or persons aboard are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722.8J. Official Business Only or PPR do not preclude DoD acft the use of the airport as an alternate for IFR flight.

(25) WEATHER DATA SOURCES — The following weather related reporting systems will be listed under Weather Data Sources:

1. Automated Weather Observing System (AWOS) consists of various sensors, a processor, a voice synthesizer, and transmitter to relay local real-time weather data directly to the pilot. These systems are classified into four basic levels:

AWOS–A—reports altimeter setting. (Any other information is advisory only).

AWOS–1 reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS–2 reports the same as AWOS–1 plus visibility.

AWOS–3 reports the same as AWOS–1 plus visibility and cloud/ceiling data.

2. ASOS—Automated Surface Observing System reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

3. Supplemental Aviation Weather Reporting Station (SAWRS) – identifies airports that have supplemental aviation weather available to pilots.

4. Pilots Automatic Telephone Weather Answering Service (PATWAS) a continuous telephone recording containing current and forecast weather information for pilots.

5. Transcribed Weather Broadcast (TWEB) a continuous recording of meteorological and aeronautical information that is broadcast on L/MF and VOR facilities for pilots.

6. Limited Aviation Weather Reporting Station (LAWRS) where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases). Surface wind, altimeter, and pertinent remarks.

7. Low Level Wind Shear Alert System (LLWAS) a system that detects the presence of a possible hazardous low level wind shear by continuously comparing the winds measured by sensors installed around the periphery of an airport with the wind measured at the centerfield location.

8. Pilot to Metro Service (PMSV) at selected AFB's to provide aircrews a direct contact with weather forecasters or observers.

9. Terminal Doppler Weather Radar (TDWR) is a high resolution radar used by ATC to detect all types of windshear and precipitation intensities in the airport terminal area.

10. FAA aviation weather cameras are installed throughout the state of Alaska as a supplementary weather product. An airport or facility will be noted with WX CAM when it is serviced by an aviation weather camera. See Section D for a complete list of all FAA aviation weather cameras along with their specific camera site name and location. In addition, aviation weather cameras are depicted on aeronautical charts. Also visit http://akweathercams.faa.gov to view images from the aviation weather cameras.

(26) COMMUNICATIONS — Clearance is required at a tower controlled airport prior to taxiing on a runway, taking off, or landing.

When operating at an airport where the control tower is operated by the U.S. Government, two-way radio communication is required unless otherwise authorized by the tower. (When the tower is operated by someone other than the U.S. Government, two-way radio communication is required if the aircraft has the necessary equipment.)

When operating at a non-tower airport but at which a Flight Service Station (FSS) is located, two-way radio communication with the FSS is desirable for the receipt of voluntary Local Airport Advisory (LAA).

A/G VOICE CALLS: Pilots should use facility or airport name as listed in this directory with designations as given in following examples when calling air/ground facilities.

ARTC Center	Anchorage **"CENTER"**
Flight Service Station (FSS)	Kenai **"RADIO"**
Control Towers	Anchorage **"TOWER"**
Approach Control	Anchorage **"APPROACH CONTROL"**
Military Airways HF	Elmendorf
Pilot to Metro on UHF	Elmendorf **"METRO"**
VFR Traffic Advisory Service	Anchorage **"VFR ADVISORY SERVICE"**
Universal A/G Station	**"NAVY ADAK RADIO"** CW Call **"NUD"**
Airlift Command Post	Elmendorf **"AIRLIFT COMMAND POST"**
Base Operations (PTD)	Elmendorf **"OPERATIONS"**

COMMUNICATION FREQUENCIES within this supplement are listed gradationally in groups following the Call Sign i.e., UHF, VHF, HF, LF/MF, with primary frequencies listed first, followed by secondary in descending order. When VHF frequencies are quoted to 3 places of decimals it indicates 25 kHz separation.

Frequencies published are those indicated by the base and/or traffic control facilities, which are required to be made known to the operational user to conduct necessary flying/ground operations. Frequencies published are transmitted and received and are monitored unless otherwise indicated by the letter ''X'' following the applicable frequency. This means that frequency with an ''X'' can be requested through the control agency under which it is listed. If there are other limitations placed upon availability of frequencies, they will be indicated space permitting, on the same line, following the frequency.

Frequencies published followed by the letter ''T'' or ''R'', indicate that the facility will only transmit or receive respectively on that frequency.

The following indicates the availability of emergency frequencies: (E) UHF 243.0 and VHF 121.5, (U) UHF 243.0 and (V) VHF 121.5

All radio aids to navigation frequencies are transmit only.

The symbol Ⓡ indicates radar approach and/or departure Control.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS): A continuous broadcast of recorded non-control information in selected terminal areas.

DIGITAL ATIS (D–ATIS): Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

GROUND COMMUNICATION OUTLET (GCO): An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four ''key clicks'' on the VHF radio to contact the appropriate ATC facility or six ''key clicks'' to contact the FSS. The GCO system is intended to be used only on the ground.

COAST GUARD: Coast Guard aircraft have the capability of transmitting and receiving on all frequencies between 118.0 MHz and 135.95 MHz.

SCHEDULED WEATHER BROADCAST: NAVAIDS providing scheduled weather broadcasts are indicated by Radio Class Code B. FAA stations broadcast at 15 past the hour, and Canadian stations broadcast at 20 and 50 minutes past the hour. Exceptions to this will be noted in the Radio/NAV/Weather Remarks. Those NAVAIDS providing continuous automatic transcribed weather broadcasts are indicated by Radio Class Code AB.

ADVISORY SERVICE for both IFR and VFR operations is available to pilots through TOWERS, Flight Service Stations (FSSs), airport UNICOMs, and AUNICOMs. The services offered by each of these facilities varies in type and extent of information furnished. Radar is used when available, to provide more exact information. Pilots should acquaint themselves with these different services and are encouraged to utilize them in the interest of safety and as an aid to air traffic control.

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) — a program designed to get all vehicles and aircraft at uncontrolled airports on a common frequency.

An airport may have a full or part-time tower or flight service station (FSS) located on the airport or a full or part-time Unicom station or no aeronautical station. There are three ways for a pilot to communicate his/her intentions or obtain airport/traffic information when operating at an airport that does not have an operating tower: by communicating with an FSS; a unicom operator; or by making a self-announce broadcast.

Frequencies which are being used currently for traffic advisory practices at airports that do not have a full time tower in operation are published and identified in the Airport/Facility Directory portion of this supplement by the letters ''CTAF'' located next to the frequency.

REMOTE COMMUNICATIONS OUTLET (RCO) — An unmanned air/ground communications facility, remotely controlled and providing UHF or VHF communications capability to extend the service range of an FSS.

SPECIAL USE AIRSPACE INFORMATION SERVICE (SUAIS): To assist pilots in flight planning through or around Military Operations Areas and Restricted Airspace within central Alaska, the US Air Force (USAF) maintains a SUAIS. SUAIS provides a method whereby pilots may receive ''real time'' information on military activity in the Fairbanks and Delta Junction areas. For further information on this service refer to Section D, Associated Data.

RESUMPTION OF MANNED SERVICE AT PART-TIME FLIGHT SERVICE STATIONS: At part-time FSS's every attempt will be made to provide manned service during emergencies. Request for resumption of manned operation during an emergency may be made by contacting any ATC facility in Alaska.

LIFEGUARD FLIGHTS: Civil ambulance flights carrying ill or injured persons are expedited and appropriate notifications are made upon pilot request. Pilots of such aircraft are invited to utilize this service for those missions of an urgent medical nature and to maintain the integrity of the program by using discretion in its application. To use the service add the word ''Lifeguard'' to remarks in your flight plan and prefix your aircraft identification with the word ''Lifeguard'' in radio callups. Example: ''Anchorage Radio Lifeguard Cessna 263K.''

(27) **AIRSPACE**— Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace. When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS E:

or

AIRSPACE: CLASS D svc ''times'' other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700′ or 1200′ AGL. This will be formatted as:

AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS G, with Class E 700′ (or 1200′) AGL & abv:

or

AIRSPACE: CLASS D svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv:

or

AIRSPACE: CLASS E svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv.

NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

Class E 700′ AGL (shown as magenta vignette on sectional charts) and 1200′ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700′/1200′ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

(28) RADIO AIDS TO NAVIGATION — Consists of radio aids to navigation which have the same name as the radio facility and/or airport, and different name radio aids to navigation which are located on the airport or are used to furnish final approach guidance on a published government instrument approach procedure serving the airport. NAVAIDS 'At Fld' are located 1 NM or less from the Airport Landing Surface. When Bearing and Distance to Fld is used, it represents the magnetic bearing and nautical mile distance from the NAVAID to geographical coordinates (Airport Reference Point). Magnetic bearing and distance are shown from the facility to the airport, e.g. 006° 6.4 NM to fld. Elevation and variation are shown for the facility, e.g. 280/21E. Where VOR Test Facilities (VOT) are located, the designated VOT and frequency will follow the title.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1,000′ to 12,000′	25
(L) Low Altitude	1,000′ to 18,000′	40
(H) High Altitude	1,000′ to 14,500′	40
	14,500′ to 18,000′	100
	18,000′ to 45,000′	130
	45,000′ to 60,000′	100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB	Automatic Weather Broadcast
B	Scheduled Weather Broadcast
DF	Direction Finding Service.
DME	UHF standard (TACAN compatible) distance measuring equipment.
H	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB	Non-directional radio beacons providing automatic transcribed weather service.
ILS	Instrument Landing System (voice, where available, on localizer channel).
LDA	Localizer Directional Aid.
LMM	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS	Microwave Landing System.
S	Simultaneous range homing signal and/or voice.
SABH	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF	Simplified Direction Facility.
TACAN	UHF navigational facility-omnidirectional course and distance information.
VOR	VHF navigational facility-omnidirectional course only.
VOR/DME	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC	Collocated VOR and TACAN navigational facilities.
W	Without voice on radio facility frequency.
Z	VHF station location marker at a LF radio facility.

ILS FACILITY PEFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to the threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 109.9 I–MWM Chan 36 Rwy 18. Class IIE.

ILS Facility Performance Classification Code

NAVIGATIONAL AID DISTURBANCES: Radio beacons are subject to disturbances that may result in loss of signal or erroneous bearing information. Such disturbances result from intermittent/unpredictable signal propogation due to such factors as precipitation static night effect/interfering skywave, mountain effect, and costal refraction; e.g., ice crystals or other types of precipitation static may reduce the coverage of an NDB. Any one of these factors or a combination may derogate the arriving NDB signal to the point of being unusable as a primary NAVAID. Nearly all disturbances which affect the ADF bearing also affect the facility's identification: noisy identification usually occurs when the ADF needle is erratic; voice, music, or erroneous identification will usually be heard when a steady false bearing is being displayed. Since ADF receivers do not have a ''FLAG'' to warn the pilot when erroneous bearing information is being displayed, the pilot should continuously monitor the NDB's identification. On some VOR's, minor course needle fluctuations and brief flag alarm signals may be observed. (Some receivers are more subject to these irregularities than others.) Certain propeller RPM settings can cause VOR course deviation fluctuations as much as 6 degrees. Slight changes to the RPM setting will normally smooth out this roughness. Helicopter rotor speeds may also cause VOR disturbances. Check for these phenomena prior to reporting VOR malfunction. Pilots flying over unfamiliar routes are cautioned in particular to use the ''To - From'' indicator to determine positive station passage.

(29) **RADIO/NAV/WEATHER REMARKS** — Pertinent remarks affecting the current status or usability of radio communication, radio aid to navigation and availability of weather data.

(30) **AIR TRAFFIC CONTROL CENTER** — with associated frequencies.

(31) **LOW ALTITUDE FREQUENCIES** — are shown in light type.

(32) **HIGH ALTITUDE FREQUENCIES** — are shown in bold type.

(33) **SERVICES** — Services provided and frequency use directionally.

(34) **REMOTE TRANSMITTER SITES** — Remote communications air-ground facility (RCAG) outlets with associated frequencies.

FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

FREQUENCY PAIRING PLAN AND MLS CHANNELING

e following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-
2Y	134.55	-
11X	135.4	-
11Y	135.45	-
12X	135.5	-
12Y	135.55	-
17X	108.00	-
17Y	108.05	540
18X	108.10	500
18Y	108.15	542
19X	108.20	-
19Y	108.25	544
20X	108.30	502
20Y	108.35	546
21X	108.40	-
21Y	108.45	548
22X	108.50	504
22Y	108.55	550
23X	108.60	-
23Y	108.65	552
24X	108.70	506
24Y	108.75	554
25X	108.80	-
25Y	108.85	556
26X	108.90	508
26Y	108.95	558
27X	109.00	-
27Y	109.05	560
28X	109.10	510
28Y	109.15	562
29X	109.20	-
29Y	109.25	564
30X	109.30	512
30Y	109.35	566
31X	109.40	-
31Y	109.45	568
32X	109.50	514
32Y	109.55	570
33X	109.60	-
33Y	109.65	572
34X	109.70	516
34Y	109.75	574
35X	109.80	-
35Y	109.85	576
36X	109.90	518
36Y	109.95	578
37X	110.00	-
37Y	110.05	580
38X	110.10	520
38Y	110.15	582
39X	110.20	-
39Y	110.25	584
40X	110.30	522
40Y	110.35	586
41X	110.40	-
41Y	110.45	588
42X	110.50	524
42Y	110.55	590
43X	110.60	-
43Y	110.65	592
44X	110.70	526
44Y	110.75	594
45X	110.80	-
45Y	110.85	596
46X	110.90	528
46Y	110.95	598
47X	111.00	-
47Y	111.05	600
48X	111.10	530
48Y	111.15	602
49X	111.20	-
49Y	111.25	604
50X	111.30	532
50Y	111.35	606
51X	111.40	-
51Y	111.45	608
52X	111.50	534
52Y	111.55	610
53X	111.60	-
53Y	111.65	612
54X	111.70	536
54Y	111.75	614
55X	111.80	-
55Y	111.85	616
56X	111.90	538
56Y	111.95	618
57X	112.00	-
57Y	112.05	-
58X	112.10	-
58Y	112.15	-
59X	112.20	-
59Y	112.25	-
60X	133.30	-
60Y	133.35	-
61X	133.40	-
61Y	133.45	-
62X	133.50	-
62Y	133.55	-
63X	133.60	-
63Y	133.65	-
64X	133.70	-
64Y	133.75	-
65X	133.80	-
65Y	133.85	-
66X	133.90	-
66Y	133.95	-
67X	134.00	-
67Y	134.05	-
68X	134.10	-
68Y	134.15	-
69X	134.20	-
69Y	134.25	-
70X	112.30	-
70Y	112.35	-
71X	112.40	-
71Y	112.45	-
72X	112.50	-
72Y	112.55	-
73X	112.60	-
73Y	112.65	-
74X	112.70	-
74Y	112.75	-
75X	112.80	-
75Y	112.85	-
76X	112.90	-
76Y	112.95	-
77X	113.00	-
77Y	113.05	-
78X	113.10	-
78Y	113.15	-
79X	113.20	-
79Y	113.25	-
80X	113.30	-
80Y	113.35	620
81X	113.40	-
81Y	113.45	622
82X	113.50	-
82Y	113.55	624
83X	113.60	-
83Y	113.65	626
84X	113.70	-
84Y	113.75	628
85X	113.80	-
85Y	113.85	630
86X	113.90	-
86Y	113.95	632
87X	114.00	-
87Y	114.05	634
88X	114.10	-
88Y	114.15	636
89X	114.20	-
89Y	114.25	638
90X	114.30	-
90Y	114.35	640
91X	114.40	-
91Y	114.45	642
92X	114.50	-
92Y	114.55	644
93X	114.60	-
93Y	114.65	646
94X	114.70	-
94Y	114.75	648
95X	114.80	-
95Y	114.85	650
96X	114.90	-
96Y	114.95	652
97X	115.00	-
97Y	115.05	654
98X	115.10	-
98Y	115.15	656
99X	115.20	-
99Y	115.25	658
100X	115.30	-
100Y	115.35	660
101X	115.40	-
101Y	115.45	662
102X	115.50	-
102Y	115.55	664
103X	115.60	-
103Y	115.65	666
104X	115.70	-
104Y	115.75	668
105X	115.80	-
105Y	115.85	670
106X	115.90	-
106Y	115.95	672
107X	116.00	-
107Y	116.05	674
108X	116.10	-
108Y	116.15	676
109X	116.20	-
109Y	116.25	678
110X	116.30	-
110Y	116.35	680
111X	116.40	-
111Y	116.45	682
112X	116.50	-
112Y	116.55	684
113X	116.60	-
113Y	116.65	686
114X	116.70	-
114Y	116.75	688
115X	116.80	-
115Y	116.85	690
116X	116.90	-
116Y	116.95	692
117X	117.00	-
117Y	117.05	694
118X	117.10	-
118Y	117.15	696
119X	117.20	-
119Y	117.25	698
120X	117.30	-
120Y	117.35	-
121X	117.40	-
121Y	117.45	-
122X	117.50	-
122Y	117.55	-
123X	117.60	-
123Y	117.65	-
124X	117.70	-
124Y	117.75	-
125X	117.80	-
125Y	117.85	-
126X	117.90	-
126Y	117.95	-

ABBREVIATIONS

The following state and province abbreviations are in use in this Supplement.

AK	— Alaska	ID	— Idaho	PN	— Panama
ALTA	— Alberta	IL	— Illinois	PO	— Azores
BC	— British Columbia	JA	— Japan	RP	— Philippines
CA	— California	MD	— Maryland	SASK	— Saskatchewan
EN	— England	ME	— Maine	SH	— Ascension Is
FL	— FLorida	MT	— Montana	TU	— Turkey
GU	— Guam	NWT	— Northwest Territory	WA	— Washington
HI	— Hawaii	OR	— Oregon	YT	— Yukon Territory

The following abbreviations are those commonly used within this Supplement. Additional abbreviations will be found in th Flight Information Handbook (FIH).

AAF	— Army Air Field	Emerg	— emergency	MM	— Middle Marker
ACC	— Air Combat Command	fac	— facility facilities	MSL	— Mean Sea Level
acft	— aircraft			MWARA	— Major World Air Route Area
ACWS	— Aircraft Control and Warning Squadron	fld	— field	NDB	— Non-Directional Radio Beacon
		FM	— Frequency Modulation or Fan Marker	NM	— nautical miles
adj	— adjacent			NVG	— Night Vision Goggle
AFB	— Air Force Base	freq	— frequency	ODALS	— Omni Directional Approach Lighting System
AFS	— Air Force Station	FSS	— Flight Service Station		
AGL	— Above Ground Level	F/W	— Fixed Wing	OLS	— Optical Landing System
A/G	— Air/Ground	GND CON	— Ground Control	Opr(s)	— Operates
AHP	— Army Heliport	GS	— Glide Slope	OPS	— Flight Operations (coordinated)
AID	— Airport Information Desk	GWT	— gross weight	O/R	— On Request
alt	— altitude	hr	— hour(s)	O/S	— Out of Service
AM	— Amplitude Modulation	HW	— Heavy Weight	OT	— Other Times
		Hz	— Hertz (cycles per second)	PAPI	— Precision Approach Path Indicator
AMC	— Air Mobility Command	IFF	— Identification Friend or Foe	PAEW	— personnel and equipment working
AOE	— Airport of entry	IFSS	— International Flight Service Station	PATWAS	— Pilot's Automatic Telephone Weather Answering Service
APP CON	— Approach Control	intl	— international	PCL	— Pilot controlled lighting
ARFF	— Aircraft Rescue and Fire Fighting	invof	— in the vicinity of	PMSV	— Pilot to Metro Service
		JOSAC	— Joint Operational Support Airlift Center	PPR	— Prior Permission Required
arpt	— airport	kHz	— kilohertz	prim	— primary
arr	— arrive, arrival	Kt or K	— Knots	PTD	— Pilot to dispatcher
ARS	— Air Reserve Station	LAA	— Local Airport Advisory	PVASI	— Pulsating Visual Approach Slope Indicator
ARTCC	— Air Route Traffic Control Center	LAWRS	— Limited Aviation Weather Reporting Station	rad	— radial
		lbs	— pounds	RAIL	— Runway alignment indicator lights
ATIS	— Automatic Terminal Information Service	LC	— Local Call		
		lczr	— localizer	RCAG	— Remote Communications Air/Ground Facility
avbl	— available	LD	— Long Distance		
AWOS	— Automated Weather Observing System	LDA	— Localizer Type Directional Aid	RCO	— Remote Communications Outlet
bcst	— broadcast	LDIN	— Lead in lights	RCR	— Runway Condition Reading
brg	— bearing	LDOCF	— Long Distance OPS Control Facility	rgt	— right
Chan	— channel			rng	— range
clnc	— clearance	lgts	— lights	RPI	— Runway point of interceptio
CO	— Commanding Officer	LLWAS	— Low Level Wind Shear Alert System	RRP	— Runway Reference Point
const	— construction			RSRS	— reduced same runway separation
CTAF	— Common Traffic Advisory Frequency	LRA	— Landing Rights Airport		
		LRRS	— Long Range RADAR Station	R/W	— Rotary Wing
Ctc	— Contact	mag	— magnetic	rwy	— runway
decom	— decommission, decommissioned	maint	— maintenance	SAWRS	— Supplementary Aviation Weather Reporting Station
		MALS	— Medium Intensity Approach Lights		
DEP CON	— Departure Control	MHz	— megaHertz		
DL	— Direct Line	MIJI	— Meaconing, Intrusion, Jamming and Interference		
EFAS	— En Route Flight Advisory Service				
Elev	— elevation	mil	— military		
ELT	— Emergency Locator Transmitter	min	— minutes		

secd — secondary
SFA — Single Freq approach
SIF — Selective Identification Feature
SPB — Seaplane Base
SR — Sunrise
SS — Sunset
SSB — Single Side Band
stn — station
svc — service
svcg — servicing
TAC — Tactical Air Command
Tac Ftr Sq — Tactical Fighter Squadron
TCH — Threshold Crossing Height
tfc — traffic
thld — threshold
TPA — Traffic Pattern Altitude
TWEB — Transcribed Weather Broadcast
twr — tower
UC — Under Construction
UFN — Until Further Notice
var — Magnetic variation
VASI — Visual Approach Slope Indicator
vis — visibility, visible
VOT — VOR test facility
WG — Wing
WSFO — Weather Service Forecast Office
WSO — Weather Service Office
wx — weather

§ **ABBOTSFORD** BC (CYXX) 2.2 SW N49°01.52′ W122°21.60′ (AOE) UTC−8(−7DT) **SEATTLE**
MOT 194 BL4, 5, 6, 7, 10①, 12② H96 (ASP—CON) 07–25③, 01–19, 01S–19S **H–1D, 1E**
SERVICE—S4 **FUEL** —(NC–100LL, A)

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 19	07–25	4600
RWY 25	01–19	8400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–5328	TODA–6178	ASDA–5328	LDA–5328
RWY 07:	TORA–9597	TODA–10101	ASDA–9597	LDA–9597
RWY 19:	TORA–5328	TODA–5854	ASDA–5328	LDA–5328
RWY 25:	TORA–9597	TODA–10581	ASDA–9597	LDA–9302

AIRPORT REMARKS —Attended continuously. ARFF svc avbl. Turbo–jet, turbo–fan and turbo–proping not permitted from 0600–1500Z‡. All other night trng as authorized by arpt manager. Caution: Parachute area approximately 5 NM NNE of arpt. Prior notice required for customs (1600–0800Z‡) call 888–226–7277. IFR tng flts PPR ctc 604–775–9674. Helicopter tng on infield. Numerous obstructions in helicopter training areas. Operates limited winter maintenance 1430–0700Z‡. Other times 2 hrs prior notice required call out charge, PPR during winter maintenance except scheduled ops, alternate or emergency. CRFI, PLR/PCN. Turf rwy clsd except with prior permission and agreement plan with arpt manager. Limited parking and de–icing during winter ops. PPR ctc ops 604–864–5678. Transit parking restricted to Apron 1. All other parking PPR ctc ops. Apron 1 North of Twy B, including Twy A, limited to acft with wingspans of 118′ or less. PPR for larger acft. Twy D uncontrolled. Rwy 01–19 and Twy B not avbl for acft taxiing when RVR below 2600′. Rwy 01 and Rwy 07 rgt tfc. Rwy 07 SSALR. Rwy 25 ODALS. ①Rwy 01. ②Rwy 19, GS 3.0°, Rwy 25, GS 3.0°. ③Rwy 25 thld dsplcd 295′.

COMMUNICATIONS—(ATIS 119.8 1–877–517–2847 1500–0700Z‡) (TIE-IN FSS ABBOTSFORD CYXX–NOTAM CYXX)

RCO —122.5 (PACIFIC FSS)

VICTORIA TRML APP/DEP CON—(avbl on gnd) 290.8 132.7

TOWER —119.4 (inner) 121.0 (outer) (1500–0700Z‡) 119.4 Mandatory freq 119.4 0700–1500Z‡ below 2500′ MSL.

GND CON —121.8

RADIO AIDS TO NAVIGATION

NDB(HW) 344 XX N49°00.93′ W122°29.27′ 064° 5.1 NM to Fld. /19E.
CULTUS NDB(HW) 214 LU N49°01.27′ W122°02.98′ 252° 12.2 NM to fld./19E.
WHITE ROCK NDB(MHW) 332 WC N49°00.20′ W122°45.02′ 066° 15.5 NM to fld./19E.
ILS 109.7 I–IXX Rwy 07.

RADIO/NAV/WEATHER REMARKS —LC to ABBOTSFORD FSS dial 604–852–2781.

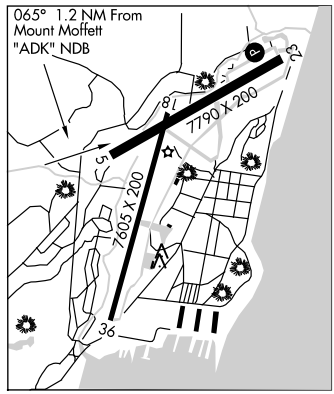
ABERN WA N46°59.26′ W123°47.86′ **SEATTLE**
NDB(LOM) 236 HQ 241° 5.8 NM to Bowerman.

ABI (See PALMER)

ACTIVE PASS BC N48°52.43′ W123°17.40′ **SEATTLE**
NDB(MHW) 378 AP 183° 14.6 NM to Victoria Intl./19E. **L–1D, 1E**

ADAK ISLAND

§ **ADAK** (ADK) (PADK) 0 W N51°52.68′ W176°38.76′ UTC–10(–9DT) **WESTERN ALEUTIAN IS.**
P 18 B5, 6, 7, 12① H78(ASP–GRVD) 05–23 S80, D–145, 2D–325, 2D/2D2–770, C5–770**H–2H, L–2H**
18–36 **IAP**
FUEL —A1, De-Ice



AIRPORT REMARKS —Attended 1800–0200Z‡. Duty hrs 1800–0200Z‡, unattended after duty hours. For fuel svc call 907–592–8330, after hrs 907–592–2154. Exercise extreme vigilance during approach to all rwys, mountainous terrain all quadrants. Recommend visual inspection of rwy prior to use. Closed to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager. P.O. Box 250, Dillingham, AK 99576. Class I, ARFF Index A, ARFF equipment staffed only during air carrier ops with more than 30 passenger seats. Possible wind shear arrival/departure all rwys. Arpt area subject to moderate to extreme concentrations of birds. Snow and ice removal and arpt hazardous reporting only performed during duty hours unless by prior agreement in writing with arpt manager. Personnel and equipment may be working on the rwy at any time. Volcano 5710′ MSL brg 059° 22.3 NM. PPR all acft. No ATC svc avbl. Rwy 05 and Rwy 36 rgt tfc. Rwys grooved, do not make locked–wheel turns. HIRL Rwy 05–23 and Rwy 18–36. Rwy 23 PAPI unusable byd 5° left/right of centerline. ACTIVATE HIRL Rwy 05–23 and Rwy 18–36 and PAPI Rwy 23—CTAF. ①Rwy 23, TCH 47′ GS 2.75°.

WEATHER DATA SOURCES—(AWOS–3 134.5 907–592–8207)

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM PADK OT CTC KENAI ENA)

ANCHORAGE CENTER APP/DEP CON—254.3 126.4

AIRSPACE: CLASS E svc Mon–Fri 1800–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 77 NUD (113.05) N51°52.28′ W176°40.45′ 060° 1.1 NM to Fld. 379/9E.
TACAN azimuth and DME unusable:
001°–075° beyond 35 NM below 7700′
076°–145° beyond 20 NM below 11,000′
146°–230° beyond 20 NM below 17,000′
260°–290° beyond 25 NM below 9000′
291°–300° beyond 15 NM
301°–335° all distance all altitudes
335°–360° beyond 15 NM

MOUNT MOFFETT NDB(HW/DME) 530 ADK Chan 87 N51°52.31′ W176°40.56′ 065° 1.2 NM to ADAK. 332/7E.
DME unusable:
001°–020° beyond 15 NM
080°–300° beyond 20 NM
300°–340° all distances
340°–360° beyond 20 NM.

ILS 108.9 I–BER Rwy 23 Class IE, LOC only. LOC unusable byd 20° left and 25° right of course. ILS unmonitored.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

AGGET OR N44°40.56′ W124°03.92′ **SEATTLE**
NDB(LOM) ON 350 158° 5.8 NM to Newport Muni.

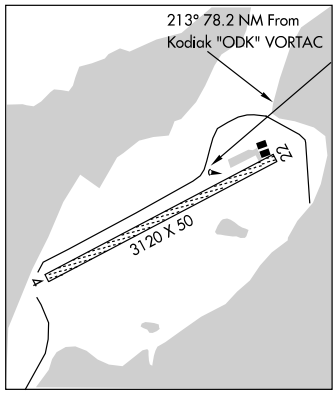
AIRWAY (See NORTH POLE)

AJ EISENBERG, WA (See OAK HARBOR)

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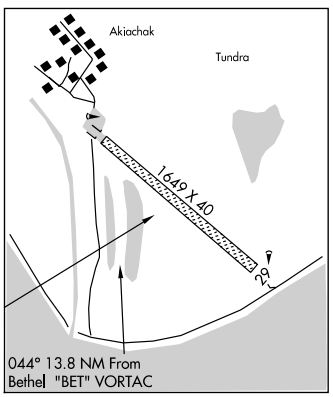
§ **AKHIOK** (AKK) (PAKH) 1 SW N56°56.32′ W154°10.95′ UTC−9(−8 DT) **KODIAK**
P 44 31(GVL) 04–22 **L–2J**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 04–22 NE ⅓ has water puddles to 2 inches deep. Rwy 04 and Rwy 22 NSTD markings, rwys marked with reflective cones and thlds marked with reflective cones and reflective markers. Rwy 04 rgt tfc. 6 to 8 inch ruts on apron.
WEATHER DATA SOURCES—(ASOS 118.325 907–836–2207) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM AKK)
RCO —122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—281.4 125.1
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



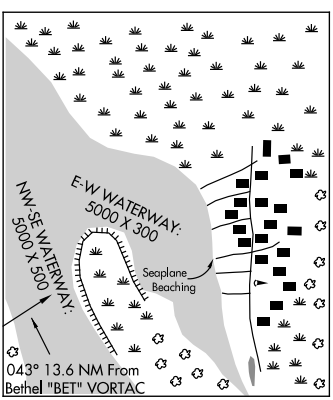
§ **AKIACHAK** (Z13) 0 SE N60°54.35′ W161°25.59′ UTC−9(−8DT) **BETHEL**
P 25 16(GVL) 11–29

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Active road crossing Rwy 11 apch end. Windsock close to trees and unrealiable.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

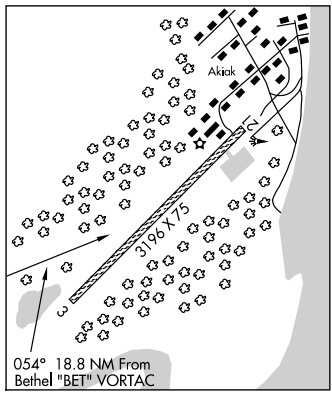


§ **AKIACHAK SEAPLANE** (KKI) 0 S N60°54.47′ W161°26.11′ UTC−9(−8DT) **BETHEL**
18 –50 E–W NW–SE

SEAPLANE REMARKS—Unattended. No services or dock. Beaching area adjacent to village. Seaplanes land NW–SE in lagoon, takeoff E–W in river. Windsock at airport for seaplane base.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

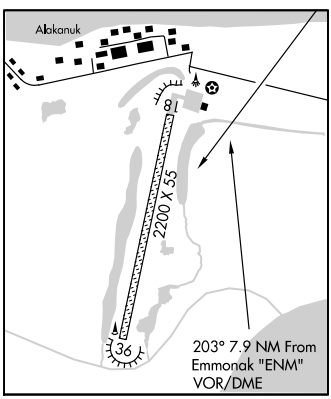


§ **AKIAK** (AKI) (PFAK) 0 SW N60°54.17′ W161°13.84′ UTC−9(−8DT) **BETHEL**
P 30 BL4 32(GVL) 03–21 **L–3C**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 03 and Rwy 21 NSTD markings, rwys marked with cones and reflective thld panels. ACTIVATE MIRL Rwy 03–21—CTAF. **IAP**
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



AKUTAN SEAPLANE (KQA) 0 E N54°08.03′ W165°46.70′ UTC−9(−8DT) **DUTCH HARBOR**
P 0 100(WATER) E–W
SEAPLANE REMARKS—Unattended. Operating area in Akutan Harbor.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0245Z‡–NOTAM DUT OT CTC KENAI ENA)

§ **ALAKANUK** (AUK) (PAUK) 1 SW N62°40.80′ W164°39.60′ UTC−9(−8DT) **BETHEL**
P 10 BL4 22(GVL–DIRT) 18–36
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy and apron floods in spring. Rwy 18–36 ruts and puddles concentrated along rwys inverted crown. Rwy 18 marked with reflective cones and thld panels, some thld panels damaged. ACTIVATE MIRL Rwy 18–36 and Rot bcn—CTAF.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



ALASKA REGIONAL HOSPITAL HELIPORT (See ANCHORAGE)

ALEKNAGIK

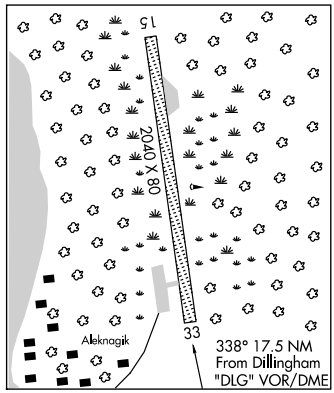
§ **ALEKNAGIK MISSION LODGE** (4AK7) 1 NE N59°16.86′ W158°35.83′ UTC−9(−8DT) **KODIAK**
PVT 150 12(SILT—GVL) 03–21, 09–27
AIRPORT REMARKS —Unattended. No maintenance, unusable during winter months. Climb out from Rwy 03 very steep.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —Dillingham FSS Local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ALEKNAGIK/NEW** (5A8) 1 E N59°16.95′ W158°37.06′ UTC−9(−8DT) **KODIAK**

P 66 20(GVL–DIRT) 15–33

FUEL —(NC–100LL)

AIRPORT REMARKS —Unattended. Rwy condition not monitored recommend visual inspection prior to use. Fuel avbl PPR only call 907–842–5988, closed SS Fri to SS Sat. CAUTION: The rwy is elevated above the surrounding terrain, and there is no safety area at the thld of Rwy 33 and only a 30′ safety area at the thld of Rwy 15. Rwy slopes up to center with no line of sight between rwy ends. Northern tiedown area overgrown with brush. The windsock is below the tree line and may be unreliable. Rwy 15–33 has some rocks greater than 2″ diameter. Rwy 15–33 NSTD markings, marked with reflective cones and thld panels. Thld panels are white and badly damaged. Float planes ldg between the north and south shore on the Aleknagik in the areas of Aleknagik Lodge and Mosquito Point should be alert for water vessels of all type.



WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡ NOTAM DLG OT CTC KENAI ENA)

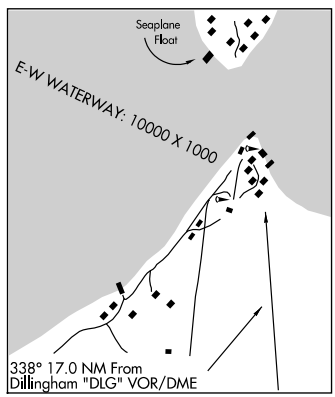
RADIO/NAV/WEATHER REMARKS —Dillingham FSS Local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ALEKNAGIK SEAPLANE** (Z33) 0 NW N59°16.44′ W158°37.42′ UTC−9(−8DT) **KODIAK**

P 7 −100 E–W

FUEL —(NC–100LL, MOGAS)

SEAPLANE REMARKS —Unattended. Seaplane base used during winter months when river is frozen. Fuel avbl at marina. Acft may not take off or land within 400′ of shore in an area commencing 400′ east of Mosquito and Moody Points and running west along both shores of Lake Aleknagik State Recreation Site. Slow taxi only (5 MPH or less) within 150′ of shore.



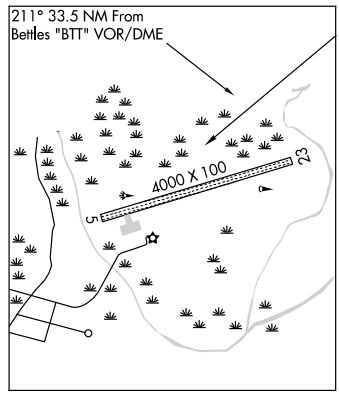
WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —Dillingham FSS local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

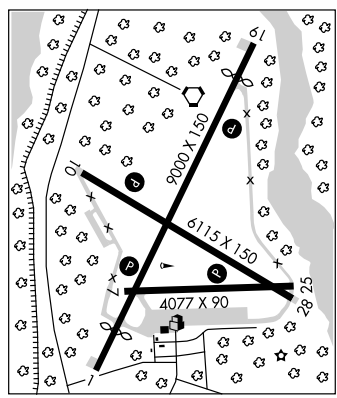
ALITAK SEAPLANE (See LAZY BAY)

§ **ALLAKAKET** (6A8) (PFAL) 1 SSE N66°33.11′ W152°37.33′ UTC−9(−8DT) **FAIRBANKS**
P 441 BL4 40(GVL) 05–23 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter, monitor CTAF. Rot bcn may not be observed from northern quadrants at low altitudes. ACTIVATE MIRL Rwy 05–23—CTAF. **IAP**



COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RCO—122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —352.0 124.6
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **ALLEN AAF** (Fort Greely) Delta Junction (BIG) (PABI) 3 S N63°59.71′ W145°43.20′ UTC−9(−8DT) **ANCHORAGE**
A 1291 BL4, 6, 10①, 12② H90(ASP) 01–19③ PCN 54 R/A/W/T, 10–28 2D–174, **H–1B, L–3B, 3E**
C5–490 PCN 20 F/A/W/T, 07–25 PCN 4 F/A/W/T **DIAP**
JASU —CE 13, CA 1
A—GEAR
BAK–12 Rwy 19 (2500′)



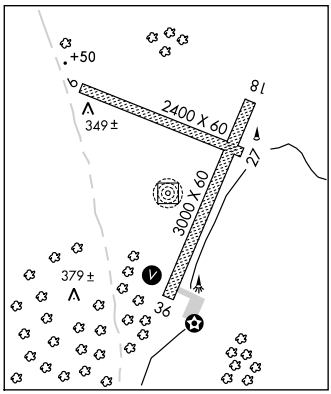
AIRPORT REMARKS — Attended 1700–0900Z‡. Check NOTAMS for current airfield conditions, updated weekly. Authorized use only. Violators will be prosecuted. 5 working days PPR, call DSN 873–4171 or C907–873–4171. Rwy conditions only monitored during operating hours, recommend visual inspection prior to landing. All acft make position reports on CTAF when twr is not open. Avoid over flight of main post area. Weight restrictions are in effect during non winter months (no weight restrictions during winter months). Seasonal migrating birds and other wildlife on and invof rwys. There are 3 controlled firing ranges, 7 drop zones, and one restricted area within 35 NM radius of field, status of these areas are avbl through Ft Greely Range Control DSN 873–4714/4715 or C907–873–4714/4715. All acft avoid overflight main post and ammo storage area 1½ miles SE of afld. Rwy 19 and Rwy 25 rgt tfc. Civil acft req landing permit. All acft ctc Base Ops on 122.9 prior to arr, departing or for parking instructions. ACTIVATE HIRL Rwy 01–19 and Rwy 10–28, MIRL Rwy 07–25, PAPI Rwy 01, Rwy 10, Rwy 19 and Rwy 28—CTAF. ①Rwy 10. Rwy 28. ②Rwy 01, TCH 74′ GS 3.0°. Rwy 10, TCH 76′ GS 3.0°. Rwy 19, TCH 74′ GS 3.0°. Rwy 28, TCH 74′ GS 3.0°. ③Rwy 01 thld displaced 1000′. Rwy 19 thld displaced 1000′.
WEATHER DATA SOURCES —(ASOS 135.65 907–869–3480) (TWEB BIG 114.9) (TWEB DJN 347).
COMMUNICATIONS—(CTAF 122.9) (ATIS 132.075) (TIE–IN FSS FAIRBANKS FAI–NOTAM BIG)
RCO—255.4 122.2 **(E)** (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —322.5 135.3
TOWER —235.775 119.8 40.8 (1700–0900Z‡)
GND CON —251.05 118.225
OPS —122.9
FORT GREELY RANGE CONTROL —38.3 FM 229.4 125.3
AIRSPACE: CLASS D svc 1700–0900Z‡, other times Class E.
RADIO AIDS TO NAVIGATION
BIG DELTA (H)ABVORTACW 114.9 BIG Chan 96 N64°00.26′ W145°43.03′ At Fld. 1230/23E. **TWEB.**
DELTA JUNCTION NDB(ABHW) 347 DJN N64°01.41′ W145°41.21′ 184° 1.9 NM to Fld. /23E. **TWEB.**
ILS/DME 111.1 I–BIG Chan 48 Rwy 10.
RADIO/NAV/WEATHER REMARKS —For toll free call to Fairbanks FSS dial 1–866–248–6516. Weather observer avbl for local arpt weather on CTAF call sign, Big Delta Weather, call C907–873–4401 1500–0630Z‡. Full svc weather briefing avbl 24 hrs ctc 17 OWS, DSN 315–449–7924 or C 808–449–7924.

ALPINE AIRSTRIP (See DEADHORSE)

ALSEK N59°19.55′ W138°53.10′ **JUNEAU**
RCO —121.4 (JUNEAU FSS) **L–1B, 3E**

ALSEK RIVER (See YAKUTAT)

§ **AMBLER** (AFM) (PAFM) 1 N N67°06.38′ W157°51.45′ UTC−9(−8DT) **FAIRBANKS**
P 334 BL4, 9 ① 30(GVL) 18–36, 09–27 **L–4I**
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 36 slope 0.6% up NE. Rwy 27 slope 1.0% up NW. Rwy 18–36 crowns in center and no line of sight between rwy ends. Caribou invof rwys. Rwy 09–27 and Rwy 18–36 has ruts and soft spots. Rwy 09–27 slopes uphill east to west approximately 80′. Rwy 18–36 marked with reflective cones, thld cones and thld panels. Rwy 09–27 marked with reflective thld cones and thld panels. ACTIVATE VASI Rwy 36 and MIRL Rwy 18–36 and Rwy 09–27 rotating beacon and windsock lgts—CTAF. ①Rwy 36, TCH 25′. GS 3.0°. **IAP**



WEATHER DATA SOURCES —(AWOS–3 132.1 907–445–2146) (TWEB AMF 403).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM AFM OT CTC FAIRBANKS FAI)
RCO —122.0 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON 263.0 119.2
RADIO AIDS TO NAVIGATION
NDB(H–SAB/DME) 403 AMF Chan 108 N67°06.41′ W157°51.48′ At Fld. 282/23E. **TWEB.**
DME unusable 120°–228° byd 30 NM, 270°–080° byd 17 NM.
VHF/DF–Contact FAIRBANKS FSS. Lctd at N67°06.55″ W157°51.22″.
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–WX–BRIEF.

§ **ANACORTES** WA (74S) 2 W N48°29.94′ W122°39.74′ (LRA) UTC−8(−7DT) **SEATTLE**
P 241 BL4, 9 ①, 10 ② H30(ASP) 18–36 S12.5 **L–1E**
SERVICE —S4 **FUEL** —(NC–100)
AIRPORT REMARKS —Attended Mar–Oct 1530–0330Z‡, Nov–Feb 1530–0200Z‡. Mil arrival crdr N and W of arpt. No touch and go ldgs. Noise abatement procedures in effect, ctc arpt manager 360–293–3134. Rwy 36 preferred calm wind rwy. Rwy 18 rgt tfc. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. ①Rwy 18, TCH 40′ GS 3.0°. Rwy 36, TCH 40′ GS 3.0°. ② Rwy 18 and Rwy 36.
COMMUNICATIONS—(CTAF 128.25) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **ANAHIM LAKE** BC (CAJ4) 1 S N52°27.13′ W125°18.27′ UTC−8(−7DT) **L–1D**
P 3639 39(ASP) 13–31
SERVICE—S4 **FUEL** —(NC–100LL, JET A)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–3936 TODA–4806 ASDA–3936 LDA–3936
RWY 31: TORA–3936 TODA–4136 ASDA–3936 LDA–3936
AIRPORT REMARKS —Expect moderate to extreme turbulence when winds from west. Gravel area SE of thld Rwy 31 unusable. Extensive floatplane activity at Nimpo Lake, south of Anahim Lake NDB. Possible presence of large animals within arpt perimeter. Limited winter maintenance. For fuel svc ctc arpt manager 250–742–3246.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KAMLOOPS CYWL–NOTAM CYWL)
RADIO AIDS TO NAVIGATION
NDB(HW) 200 UAB N52°22.84′ W125°10.82′ 292° 6.3 NM to fld.
RADIO/NAV/WEATHER REMARKS —Toll free call to Kamloops FSS dial 1–866–WX–BRIEF.

§ **ANAKTUVUK PASS** (AKP) (PAKP) 0 SE N68°08.02′ W151°44.60′ UTC−9(−8DT) **POINT BARROW H–1A, L–4I IAP**

2102 BL4, 10 ①, 12 ② 48(GVL) 02–20

AIRPORT REMARKS —Attended continuously. Rwy 02–20 Be Alert: rwy located in mountain valley. High terrain in all quadrants causing turbulent winds. Rwy 02–20 recommend visual inspection prior to use. Rwy 02 slope 1.1% up NE. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwys 02, Rwy 20, and rotating bcn—CTAF. ①Rwy 02 and Rwy 20. ②Rwy 20, TCH 40′. GS 3.0°. Rwy 02, TCH 41′. GS 3.0

WEATHER DATA SOURCES—(AWOS–3 135.75 907–661–3020) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM AKP)

ANCHORAGE CENTER APP/DEP CON —352.0 124.6

GCO —122.15 (FAIRBANKS FSS)(NSTD GCO 4 clicks)

RADIO AIDS TO NAVIGATION

NDB (MHW) 348 AKP N68°08.20′ W151°44.66′ at Fld./21E.

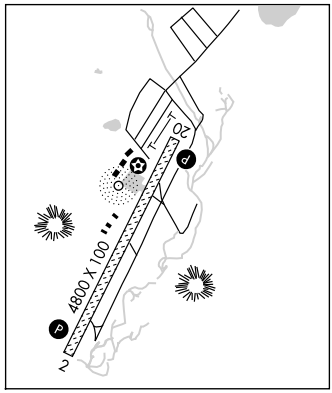
NBD Unusable;

160°–175° byd 12 NM all altitudes

180°–230° byd 21 NM blw 11,000′

280°–320° byd 20 NM all altitudes

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



ANCHORAGE (See the following airports)

BRYANT AAF (Fort Richardson)

ELMENDORF AFB

ELMENDORF HOSPITAL HELIPORT

KULIS ANG (Ted Stevens Anchorage Intl)

®ANCHORAGE CENTER 306.2 306.2 (E) (ZAN) (PAZA)

Adak—**254.3 126.4**
Aniak—**251.05** 251.05 **118.15** 118.15
Annette Island 284.6 **256.7 127.3** 118.5 Radar not avbl. Secondary Radar only.
Barrow—**239.25** 239.25 **135.3** 135.3
Barter Island—**120.6** 120.6 Radar not avbl. Secondary Radar only.
Bethel—372.0 **351.85 127.5** 125.2 Radar not avbl. Secondary Radar only.
Bettles—**352.0** 352.0 **124.6** 124.6
Big Delta—322.5 135.3
Big Lake—**279.6** 279.6 **133.7** 133.7
Biorka Island—335.5 (Unusable 050°–110° beyond 30 NM below 7000) **323.25** 126.1 (Unusable 050°–110° beyond 30 NM below 7000) **120.55** Secondary Radar only.
Cape Lisburne—**363.25** 363.25 **119.65** 119.65
Cape Newenham—**273.6** 251.1 **127.6** 124.2 Radar not avbl. Secondary Radar only.
Cape Romanzof—**266.8 132.5** 124.5
Cold Bay—**322.4** 278.3 (Unreliable 168°–223° beyond 7 NM below 5000 and 038°–098° beyond 20 NM below 5000 due to terrain.) **125.45** 118.5 Radar not avbl. Secondary Radar only.
Deadhorse—**370.9** 370.9 **134.4** 134.4 Secondary Radar only.
Dillingham—282.35 132.75 Dillingham RCAG is backup when King Salmon RCAG OTS.
Dutch Harbor—**268.7 132.15** 121.4
Fort Yukon—284.7 225.4 **135.0** 132.7
Galbraith—134.6
Galena—290.2 **278.8 134.55** 127.0 Radar not avbl. Secondary Radar only.
Gambell—**281.4** 281.4 **132.2** 132.2
Gulkana —**360.8** 360.8 **317.5** 317.5 **127.9** 127.9 **119.5** 119.5 Radar not avbl. Secondary Radar only.
Gunnuk Mountain—**285.5** 285.5 **132.18** 132.18
Gustavus—**360.65** 360.65 **133.2** 133.2
Hill—3265—**233.7** 233.7 **133.5** 133.5
Homer —**316.1 270.3** 270.3 **133.8 125.9** 125.9 Radar not avbl. Secondary Radar only.
Igiugig—**118.8**
Iliamna—118.8 Radar not avbl. Secondary Radar only.
Johnstone Point—**119.3** 119.3
Kenai—**379.1** 379.1 **273.45** 273.45 **269.0** 269.0 **125.7** 125.7 **123.9** 123.9 **119.7** 119.7 Primary radar.
King Salmon—354.0 **322.35 132.85** 124.8 Radar not avbl. Secondary Radar only. King Salmon RCAG is backup when Dillingham RCAG OTS.
Kodiak—281.4 **273.55 132.65** 125.1 Radar not avbl. Secondary Radar only.
Kotzebue—**281.5** 263.0 **132.35** 119.2 Radar not avbl. Secondary Radar only.
Level Island— 118.0
Marshall Don Hunter Sr—**124.0**
McGrath—353.8 **319.15 133.05** 128.1 Radar not avbl. Secondary Radar only.
Middleton Island—**279.55 269.4** 269.4 **133.6** 133.6 **124.05** Secondary Radar only.
Mountain Robert Barron—**133.9** 133.9 Radar not avbl. Secondary Radar only.
Murphy Dome—**319.2** 319.2 **285.4** 285.4 **133.1** 133.1 **120.9** 120.9 Primary radar.
Nome—290.4 **269.2** 133.3 **125.95** Radar not avbl. Secondary Radar only. Nome RCAG communications provided by Nome FSS on 122.6.
Northway—**323.0** 323.0 **126.55** 126.55 Radar not avbl. Secondary Radar only.
Nuiqsut—119.4
Port Heiden—**288.3** 288.3 **132.9** 132.9 Radar not avbl. Secondary Radar only.
St. Marys—124.0 Radar not avbl. Secondary Radar only.
St. Paul Island—**339.8** 339.8 **338.3** 338.3 **128.2** 128.2 **119.1** 119.1 Radar not avbl. Secondary Radar only.
Sand Point—346.3 125.35
Shemya—**339.8** 339.8 **338.3** 338.3 **128.2** 128.2 **119.1** 119.1 Radar not avbl. Secondary Radar only.
Sparrevohn—379.9 **351.8** 351.8 **134.3** 134.3 128.5
Talkeetna—**254.3** 254.3 **125.55** 125.55
Unalakleet—**335.5** 335.5 **135.7** 135.7
Yakutat—**263.1** 263.1 **119.0** 119.0 Radar not avbl. Secondary Radar only.

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CENTER REMARKS—Enroute radar NO NOTAM maint period 1230–1530Z‡ Sat, Sun, and Mon; additionally, Deadhorse area enroute radar NO NOTAM maint period 1500–1700Z‡ Sat and Sun, Murphy Dome (Fairbanks area) enroute radar NO NOTAM maint period 0230–0630Z‡ Sun, Middleton Island enroute radar no maint period 1200–1400Z‡ Sun, King Salmon area enroute radar NO NOTAM maint period 2100–2300Z‡, Fairbanks terminal radar alpha–numerics NO NOTAM maint period 1600–1700Z‡ Wed. Fairbanks, Kenai and Murphy Dome area enroute radar systems are severely restricted in their capability to display primary radar targets at the controllers position. Their traffic advisories may not be issued depending on whether or not the system is displaying a target on Non–Transponder equipped acft. For more specific data relating to target deficiencies in ATC radar systems refer to AIM–2–30. Primary/secondary radar 150 NM radius Fairbanks VOR unavailable 1230–1530Z‡ Sat and Mon and 0430–0830Z‡ Sun.

ANCHORAGE N61°09.05′ W150°12.39′ **ANCHORAGE**

(H)ABVORW/DME 114.3 ANC Chan 90 052°6.3NM to Ted Stevens Anchorage Intl. **H–1B, 2K, L–1A, 3D, 4G** 287/25E. **TWEB.**

ANCHORAGE

§ **ALASKA REGIONAL HOSPITAL HELIPORT** (2OK) O E N61°12.71′ W149°49.64′ UTC−9(−8DT) **ANCHORAGE**

137 B2 H175X175(ASP) H1

FUEL —(NC–100, B+)

HELIPORT REMARKS —Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended Mon–Fri 1630–0200Z‡. All inbound medevac acft ctc Alaska Regional Medevac on 130.45 or telephone 907–258–3822 or 800–478–9111 15 minutes prior to arrival. Extensive training in immediate vicinity of helipad may require time to secure area. Recommend approach from W through NE. Rwy H1 building in close proximity E through SW, 8′ fence W side of landing area. Heliport located on Merrill Fld. ACTIVATE H1 perimeter lgts—130.45.

WEATHER DATA SOURCES—(WX CAM).

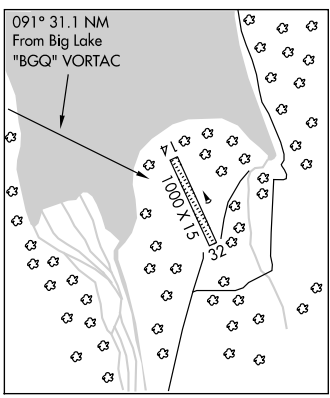
COMMUNICATIONS—(CTAF 126.0) (UNICOM 122.95) (TIE-IN FSS KENAI ENA—NOTAM MRI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **BOLD** (A13) 16 N N61°20.48′ W148°59.93′ UTC−9(−8DT) **ANCHORAGE**

900 10(GVL) 14–32

AIRPORT REMARKS —Unattended. Airstrip located inside Chugach State Park. Sharply rising terrain E, S, W quadrants. Landings not allowed on lake. Hikers and vehicles in vcnty of airstrip. Rwy 14–32 rutted and uneven. Trees encroaching on both sides of rwy. Rwy 14–32 slopes down toward lake. Rwy 14 gentle hump approach end. Trees growing up around windsock.



COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

CAMPBELL AIRSTRIP (CSR) 4 SE N61°09.52′ W149°46.84′ UTC−9(−8DT) **ANCHORAGE**

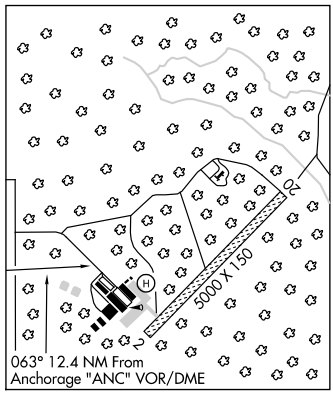
PVT 286 50(GVL) 02–20 **H–1B, 2K, L–1A, 3D, 4G**

AIRPORT REMARKS —Attended Mon–Fri 1630–0100Z‡. Parachute Jumping. Use permitted only with prior permission of BLM Southern Alaska Aviation Officer 267–1378. All traffic patterns SE of fld. Rwy 02 rgt tfc. No winter maintenance. Rwy 02–20 marked with distance to go signs.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 127.45) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



CAMPBELL LAKE SEAPLANE (3C3) 3 SW N61°07.98′ W149°56.51′ UTC−9(−8DT) **ANCHORAGE**

20 –40 06W–24W

SEAPLANE REMARKS —Unattended. Preplanned pattern to west, unless SE wind dictates E approach/departure. Rwy 06W rgt tfc. No svc to transient acft.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

FLYING CROWN (AK12) 6 S N61°06.40′ W149°51.86′ UTC−9(−8DT) **ANCHORAGE**

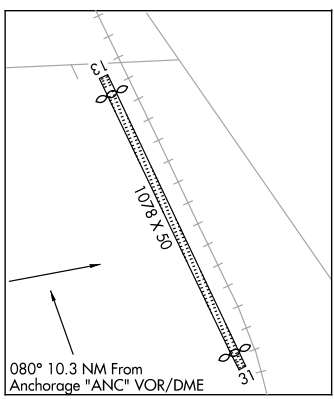
PVT 47 11(TURF) 13–31①

AIRPORT REMARKS —Unattended. Rwy conditions unmonitored, visual inspection recommended prior to use. Watch for pedestrians. Multiple sprinkler and equipment on or near rwy. P–lines and hill near end of rwys. Rwy not maintained in winter. Railroad runs parallel to rwy, frequent train traffic. Operations not recommended during train traffic. Rwy 31 rgt tfc. ①Rwy 13 thld dsplcd 30′. Rwy 31 thld dsplcd 798′.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

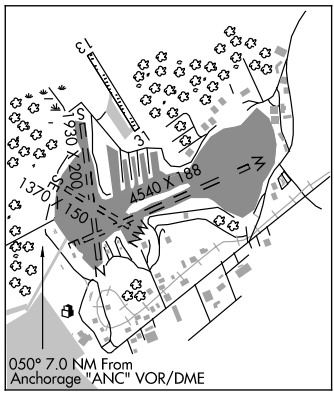


§ **LAKE HOOD SEAPLANE** (LHD) (PALH) 3 SW N61°10.80′ W149°58.32′ UTC−9(−8DT) **ANCHORAGE**

P(ANG) 71 B4 —45 N–S, E–W, NW–SE

SERVICE—S4 **FUEL** —(NC–100LL, JET A)

SEAPLANE REMARKS —Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. CLOSED to helicopter ops. PPR for non-radio operations. No nighttime non-radio acft operations permitted. Pilots must provide an ETA and remain within plus or minus 15 minutes of ETA. To coord non-radio ops daylight hrs ctc Anchorage twr at 907–271–2700 dur admin hours (1630–0100Z‡ weekdays). Dur non-admin hours and holidays ctc FAA at 907–271–5936. Large flocks of migratory birds invof arpt. Noise sensitive area in effect, contact arpt manager 907–266–2741 for further information. For airport sketch see Ted Stevens Anchorage Intl. 1500′ channel lighted. Pier, hang-out ramp. Anchorage sheltered. Dock. Public ramps on N and W shore of Lake Hood, west shore clsd to amphibious acft. Southwest and Northwest sides of Lake Spenard from Canal eastward 1500 ft not visible from twr. CLOSED to acft over 12,500 lbs from freezup till approximately Dec 31. Overflows onto ice may occur winter months. Twy V PCL security gate east of Twy E, key 121.75 5 times to ACTIVATE. MIRL Rwy E–W controlled by Anchorage twr. See notice in Section C for arpt layout graphic.



WEATHER DATA SOURCES—(ASOS 907–245–1618) (WX CAM).

COMMUNICATIONS—**(CTAF 126.8) (ATIS 125.6) (TIE–IN FSS KENAI ENA–NOTAM LHD)**

Ⓡ **ANCHORAGE APP/DEP CON** —363.2 119.1

TOWER —126.8

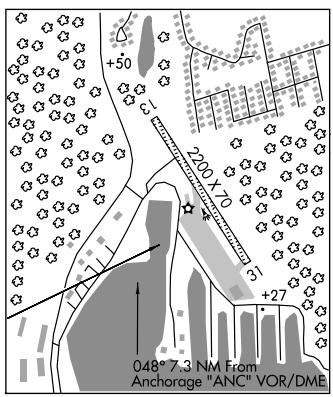
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **LAKE HOOD STRIP** (Z41) 3 SW N61°11.20′ W149°57.92′ UTC−9(−8DT) **ANCHORAGE**

P 73 BL4 22(GVL) 13–31

SERVICE—S4 **FUEL** —(100LL)

AIRPORT REMARKS —Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. CLOSED to helicopter ops. PPR For non-radio acft ops dur daylight hrs—call Anchorage tower 907–271–2700 dur admin hrs (1630–0100Z‡ weekdays). Dur non-admin hrs and holidays ctc FAA at 907–271–5936. Pilots must provide an ETA and remain within plus or minus 15 minutes of ETA. No nighttime non–radio ops. For airport sketch see Ted Stevens Anchorage Intl. Traffic pattern altitude 600′. Traffic patterns overlap seadrome patterns. Strip air traffic controlled by Lake Hood twr. Limited to acft 9000 lbs or less. Rwy 31 rgt tfc. Waterfowl in vcnty of rwy. Noise sensitive area in effect, contact arpt manager 907–266–2741 for further information. Twy H–2 closed between Rwy 13–31 and parallel twy. Twy around Lake Hood is a joint use twy/road and is used by motor vehicles/bicyclists/joggers and tour buses. Use of ldg lgt when taxiing recommended. Twy V PCL security gate east of Twy E, key 121.75 5 times to ACTIVATE. See notice in Section C for arpt layout graphic.



WEATHER DATA SOURCES—(ASOS 907–245–1618) (WX CAM).

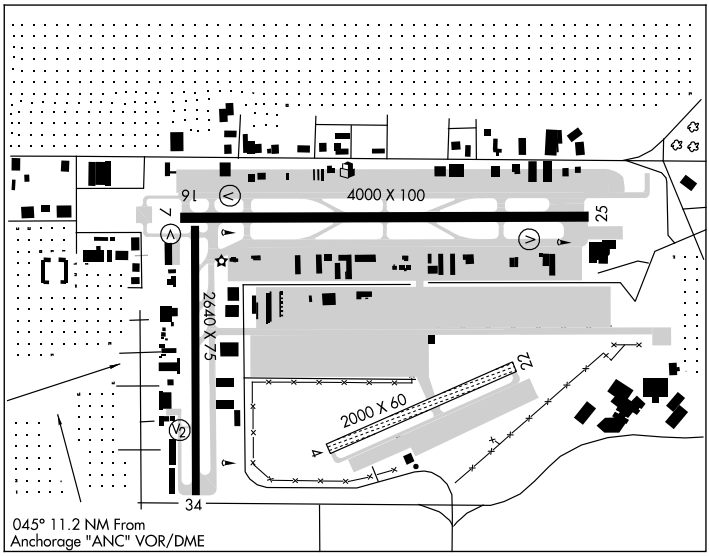
COMMUNICATIONS—**(CTAF 126.8) (ATIS 125.6) (TIE–IN FSS KENAI ENA–NOTAM LHD)**

ANCHORAGE APP/DEP CON —363.2 119.1

LAKE HOOD TOWER —126.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **MERRILL FLD** (MRI) (PAMR) 0 E N61°12.81′ W149°50.67′ UTC−9(−8DT) **ANCHORAGE**
P 137 BL2, 4, 9 ①, 10 ② H40(ASP) 07–25 S–50, D–80, 16–34 S–20, **H–1B, 2K, L–1A, 3D, 4G**
04–22 **IAP, AD**
SERVICE—S4 **FUEL** —(NC–100, A) LPOX



AIRPORT REMARKS —Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1630–0200Z‡. Be alert: Rwy 04–22 sfc composition is gravel. Rwy 07 slope 0.3% up E. Rwy 34 slope 0.3% up N. Rwy 04–22 reflective thlds and edge markers. Helicopters be alert: Twy G and Twy Q barrier gates raise automatically 40′ AGL. 1′ to 8′ snow berms and piles adjacent to rwys and twys during winter months. Flocks of seagulls and ravens on arpt. Migratory waterfowl on arpt Spring and Fall. All acft in non–movement areas must ctc GND CON prior to taxi. All rwy and taxiway lights non standard height. Twr visibility restricted approach on Rwy 25. Portions of Twy C between Twy S and P not visible from twr. Twy Q uncontrolled. Areas of Twy G and Twy Q not visible from twr and are uncontrolled. PPR for acft over 12,500 lbs. Rwy 07 and Rwy 16 rgt tfc. Traffic pattern alt for acft 105 kts or less 900′MSL, acft greater than 105 kts 1,200′MSL. ACTIVATE MIRL Rwy 07–25 and Rwy 16–34, REIL Rwy 07, Rwy 25, Rwy 16 and Rwy 34—CTAF. VASI Rwy 07, Rwy 25, Rwy 16, Rwy 34 opr 24 hrs. ①Rwy 07, TCH 42′. GS 3.75°. Rwy 25, TCH 21′. GS 3.0° Rwy 16, TCH 22′. GS 3.0°. Rwy 34, PVASI TCH 21′. GS 3.0°. ②Rwy 07, Rwy 25, Rwy 16, Rwy 34.

WEATHER DATA SOURCES—(ASOS 907–272–0542) (WX CAM).

COMMUNICATIONS—(CTAF 126.0) (UNICOM 122.95) (ATIS 124.25) (TIE–IN FSS KENAI ENA–NOTAM MRI)
RCO—255.4 122.2 (KENAI FSS) **RCO**—122.3 **(V)** (KENAI FSS)
RCO—122.55 122.3 **(V)** (KENAI FSS)
Ⓡ **ANCHORAGE APP/DEP CON** —363.2 119.1
TOWER —126.0 127.55 (May 1–Aug 31 1600–0900Z‡, Sep 1–Apr 30 1600–0700Z‡.)
GND CON —121.7

AIRSPACE: CLASS D svc May 1–Aug 31 1600–0900Z‡, Sep 1–Apr 30 1600–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION—(VOT 111.0)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. FM radio interference may be received on tower freqs in traffic patterns. When ATCT CLOSED WX also avbl on CTAF, call sign Merrill Weather or Phone 907–271–4355. When twr clsd CTAF procedures are recommended. See Regulatory Notices Anchorage Terminal Area Merrill Segment this supplement. Use freq. 122.55 (RCO) for filing, activating and cancelling flight plans in the Anchorage Bowl Area.

PROVIDENCE HOSPITAL HELIPORT (AK38) 3 SE N61°11.34′ W149°49.31′ UTC−9(−8DT) **ANCHORAGE**

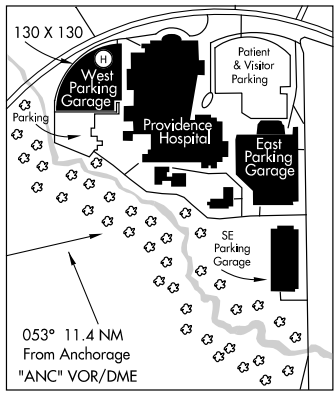
PVT 140 L4 H60X60(ASP)

HELIPORT REMARKS —Special Air Traffic Rules—Part 93 see Regulatory Notices. Attended continuously. Be Alert; Hospital helicopter base on rooftop. Heliport within Merrill segment of ANC Class C airspace. For advisories ctc Merrill twr freq 126.0. Apch or departure NW or SE along Providence Drive. PPR for ldg helicopters, contact Lifeguard base on 122.725 or telephone 907–261–3071 or 800–478–5433 15 minutes prior to arrival. H1 flood lights.

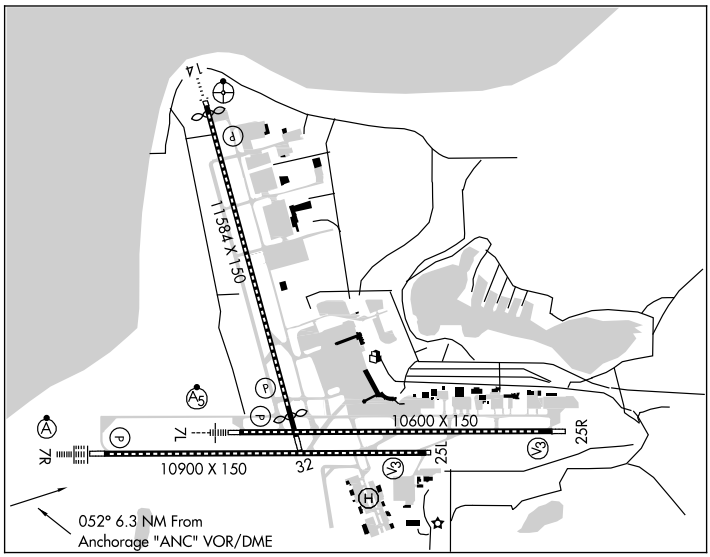
WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Merrill weather 1–800–WX–BRIEF or ctc Merrill ATIS 123.7.



§ **TED STEVENS ANCHORAGE INTL** (ANC) (PANC) 4 SW N61°10.46′ W149°59.78′ (LRA) **ANCHORAGE**
UTC−9(−8DT) **H–1B, 2K, L–1A, 3D, 4G**
P(ANG) 152 BL5, 6, 8, 9 ①, 10 ②, 11, 12③ H116(ASP–GRVD) **IAP, AD**
07R–25L S–75, D–175, 2S–175, 2D–400, 2D/2D2–885, 07L–25R S–75, D–175, 2S–175, 2D–400, 2D/2D2–900
14–32④ S–75, 2S–175, 2D–400, 2D/2D2–900



SERVICE—S4 **JASU** —4(A–7) **FUEL** —(NC–100, 100LL, A, A1) LHOX, LHOX–RB

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–10492 TODA–10492 ASDA–10492 LDA–10492
RWY 32: TORA–11584 TODA–12584 ASDA–11584 LDA–10692

AIRPORT REMARKS —Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. Class I, ARFF Index E. Anchorage arpt traffic control has been granted a waiver to the guidelines that prohibit the control twr from taxiing an acft into ''position and hold'' at an intersection, between sunset and sunrise. This waiver allows the twr to taxi the acft into ''position and hold'' during periods of darkness at the following intersection: Rwy 32 at Twy Kilo. Acft shall not taxi into ''position and hold'' under the provisions of this waiver when the subject intersection is not visible from the twr. When provisions of this waiver are being exercised, the affected rwy shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunrise and sunset. However, acft cannot be taxied into ''position and hold'' prior to takeoff clearance. Noise sensitive area in effect contact arpt manager at 907–266–2525 or arpt ops at 907–266–2600 for further information. Migratory birds in vicinity of arpt Spring through Fall. One hr PPR for non-transponder acft ops. PPR for non-radio aircraft operations. Pilots must provide an ETA and remain within plus or minus 15 minutes of ETA. Command Post (Camper) manned 24 hours, DSN317–626–1131 or C907–249–1131. Ctc Camper 30 minutes out. To coord non-transponder or non-radio ops ctc Anchorage twr at 907–271–2700 dur admin hours (1630–0100Z‡ weekdays). During non-admin hours and holidays ctc FAA at 907–271–5936. No nighttime non-radio acft ops permitted. Kulis ANG Base ops DSN 626–1225 or C907–249–1225. Ops Mon–Fri 1630–0100Z‡, clsd weekends and holidays. Limited acft parking, marginal wingtip clnc while taxiing on parking ramp. No trans alert. Military contract fuel avbl 907–243–7627. No svc or maint except C–130H and HH60G or hangar space. NOTE: Taxiway K is north of and parallel to Rwy 07R/L–25R/L. Use caution to avoid landing on taxiway. Rwy 14 VASI units aligned 5°W of rwy centerline. When Rwy 07R–25L or Rwy 14–32 are CLOSED, Rwy 07L–25R open to all acft. FAA ramp PPR ctc ANC FIFO freq 135.85 907–271–2414 or AVN 405–954–9780 Mon–Fri 1500–2330Z‡. Right turn out of ramp parking area R–2 thru R–4 prohibited. General aviation ops be alert, jet blast all twys and parking ramp. No compass calibration pad. Rwy 07L slope 0.5% down. Rwy 25L slope 0.4% up. Rwy 14 slope 0.5% down. Rwy 07R, Rwy 07L and Rwy 14 rgt tfc. Rwy 07R–25L, Rwy 14–32 RVR touchdown, midfield, rollout avbl. Unlighted 489′ twr 2½ miles NE. Portions of Twy K between Twy H and Twy J not vis from twr. Twy V security gate east of Twy E, key 121.75 5 times to ACTIVATE. Twy V restricted to acft weighing 12,500 lbs or less. Subject to jet blast west of Twy E. Rwy 07L MALSR. Rwy 14 ODALS. Centerline lights Rwys 07L–25R, 07R–25L, 14–32. TDZL Rwy 07L. NOTE: See Special Notices—Continuous Power Facilities. See GENERAL NOTICES—ENTRY

CONTINUED ON NEXT PAGE

REQUIREMENTS (CIVIL). ①Rwy 25L. TCH 101′ Upper GS 3.25°; TCH 58′ Lower GS 3.0°; Rwy 25R: TCH 64′ Upper GS 3.25°; TCH 39′ Lower GS 3.0°. ②Rwy 32. ③Rwy 07R. TCH 68′ GS 3.0°. Rwy 07L, TCH 54′ GS 3.0°. Rwy 14, TCH 75′ GS 3.2°, Rwy 32, TCH 65′ GS 3.0°. ④Rwy 14 thld dsplcd 200′. Rwy 32 thld dsplcd 893′.

WEATHER DATA SOURCES —(ASOS 907–248–2033) (TWEB ANC 114.3) (TWEB CMQ 338) (WX CAM).

COMMUNICATIONS—(SFA) (UNICOM 122.95) (D–ATIS 118.4) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RCO—255.4 122.2 (KENAI FSS) **RCO**—122.55 122.3 **(V)** (KENAI FSS)

Ⓡ **APP/DEP CON** — 363.2 119.1 (250°–330° 1500′ and blw) (331°–045° 2500′ and blw)
290.5 118.6 (250°–330° abv 1500′) (331°–045° abv 2500′)
257.9 126.4 (046°–205°) 257.9 123.8 (206°–249°)

TOWER —257.8 (Primary mil twr ctl) 118.3 (E) **GND CON** —338.25 121.9 **CLNC DEL** —323.1 119.4 128.65

INTERNATIONAL A/G FREQS —13273 11330 10048 8951 6655 5628 2932 (San Francisco ARINC)

ANG OPS/COMMAND POST (CAMPER) —311.0 140.15 4897.5 USB

AIRSPACE: CLASS C svc continuous ctc **APP CON.**

RADIO AIDS TO NAVIGATION—(VOT 108.4)

ANCHORAGE (H)ABVORW/DME 114.3 ANC Chan 90 N61°09.05′ W150°12.39′ 052° 6.3 NM to Fld. 287/25E. **TWEB.**

CAMPBELL LAKE NDB(HW–SAB) 338 CMQ N61°10.26′ W150°02.86′ 061° 1.5 NM to Fld./21E. **TWEB.**

BRUCK NDB(MH) 387 BOB N61°10.07′ W150°10.63′ 061° 5.3 NM to fld. 279/21E.
NDB unusable:
030°–130° byd 15 NM.

ILS/DME 109.9 I–TGN Chan 36 Rwy 07L. Class IE.

ILS/DME 111.3 I–ANC Chan 50 Rwy 07R. Class IIIE. LOC Rwy 07R unusable byd 25° left of course. DME Rwy 07R unusable byd 30° right of course.

ILS 111.75 I–BSC Chan 54(Y) Rwy 14.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. SELCAL facility on HF avbl, operated by SAN FRANCISCO ARINC. For WSO dial 907–266–5105. SSB (upper channel) capability. Avbl for all HF air/ground freqs. Use freq 122.55 (RCO) for filing, activating and canceling flight plans in the Anchorage Bowl area. VOT unusable east of Twy K, south of Twy M and Twy R.

ANCHOR POINT

ANCHOR RIVER AIRPARK (AKØØ) 1 NW N59°47.80′ W151°51.80′ UTC−9(−8DT) SEWARD

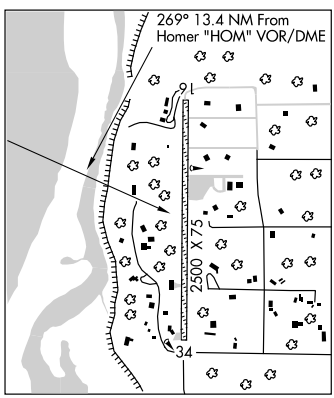
PVT 120 25(GVL) 16–34

AIRPORT REMARKS —Unattended. Rwy conditions unmonitored, visual inspection recommended prior to use. 100′ trees surround rwy. Rwy not maintained in winter. Arpt restricted to daylight VFR operations only. Tfc pattern alt 800′ AGL. Rising terrain N of rwy. Rwy 16 rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE–IN FSS HOMER HOM 1500–0630Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



ANCHOR RIVER AIRPARK (See ANCHOR POINT)

ANDERSON LAKE (See WASILLA)

ANGOON N57°29.98′ W134°35.11′ JUNEAU

RCO —122.4 (SITKA FSS) L–1C

REQUIREMENTS (CIVIL). ①Rwy 25L. TCH 101′ Upper GS 3.25°; TCH 58′ Lower GS 3.0°; Rwy 25R: TCH 64′ Upper GS 3.25°; TCH 39′ Lower GS 3.0°. ②Rwy 32. ③Rwy 07R. TCH 68′ GS 3.0°. Rwy 07L, TCH 54′ GS 3.0°. Rwy 14, TCH 75′ GS 3.2°, Rwy 32, TCH 65′ GS 3.0°. ④Rwy 14 thld dsplcd 200′. Rwy 32 thld dsplcd 893′.

WEATHER DATA SOURCES —(ASOS 907–248–2033) (TWEB ANC 114.3) (TWEB CMQ 338) (WX CAM).

COMMUNICATIONS—(SFA) (UNICOM 122.95) (D–ATIS 118.4) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RCO—255.4 122.2 (KENAI FSS) **RCO**—122.55 122.3 **(V)** (KENAI FSS)

Ⓡ **APP/DEP CON** — 363.2 119.1 (250°–330° 1500′ and blw) (331°–045° 2500′ and blw)
290.5 118.6 (250°–330° abv 1500′) (331°–045° abv 2500′)
257.9 126.4 (046°–205°) 257.9 123.8 (206°–249°)

TOWER —257.8 (Primary mil twr ctl) 118.3 (E) **GND CON** —338.25 121.9 **CLNC DEL** —323.1 119.4 128.65

INTERNATIONAL A/G FREQS —13273 11330 10048 8951 6655 5628 2932 (San Francisco ARINC)

ANG OPS/COMMAND POST (CAMPER) —311.0 140.15 4897.5 USB

AIRSPACE: CLASS C svc continuous ctc **APP CON.**

RADIO AIDS TO NAVIGATION—(VOT 108.4)

ANCHORAGE (H)ABVORW/DME 114.3 ANC Chan 90 N61°09.05′ W150°12.39′ 052° 6.3 NM to Fld. 287/25E. **TWEB.**

CAMPBELL LAKE NDB(HW–SAB) 338 CMQ N61°10.26′ W150°02.86′ 061° 1.5 NM to Fld./21E. **TWEB.**

BRUCK NDB(MH) 387 BOB N61°10.07′ W150°10.63′ 061° 5.3 NM to fld. 279/21E.
NDB unusable:
030°–130° byd 15 NM.

ILS/DME 109.9 I–TGN Chan 36 Rwy 07L. Class IE.

ILS/DME 111.3 I–ANC Chan 50 Rwy 07R. Class IIIE. LOC Rwy 07R unusable byd 25° left of course. DME Rwy 07R unusable byd 30° right of course.

ILS 111.75 I–BSC Chan 54(Y) Rwy 14.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. SELCAL facility on HF avbl, operated by SAN FRANCISCO ARINC. For WSO dial 907–266–5105. SSB (upper channel) capability. Avbl for all HF air/ground freqs. Use freq 122.55 (RCO) for filing, activating and canceling flight plans in the Anchorage Bowl area. VOT unusable east of Twy K, south of Twy M and Twy R.

ANCHOR POINT

ANCHOR RIVER AIRPARK (AKØØ) 1 NW N59°47.80′ W151°51.80′ UTC−9(−8DT) SEWARD

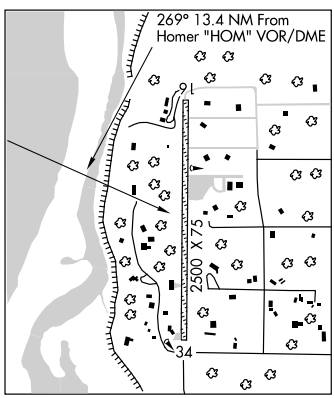
PVT 120 25(GVL) 16–34

AIRPORT REMARKS —Unattended. Rwy conditions unmonitored, visual inspection recommended prior to use. 100′ trees surround rwy. Rwy not maintained in winter. Arpt restricted to daylight VFR operations only. Tfc pattern alt 800′ AGL. Rising terrain N of rwy. Rwy 16 rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE–IN FSS HOMER HOM 1500–0630Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



ANCHOR RIVER AIRPARK (See ANCHOR POINT)

ANDERSON LAKE (See WASILLA)

ANGOON N57°29.98′ W134°35.11′ JUNEAU

RCO —122.4 (SITKA FSS) L–1C

ANGOON SEAPLANE (AGN) (PAGN) 1 SE N57°30.21′ W134°35.11′ UTC−9(−8DT) **JUNEAU**

P 00 –100 NW–SE

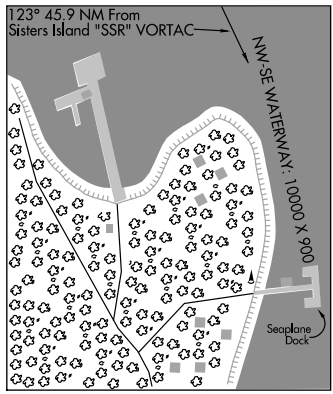
SEAPLANE REMARKS —Unattended. Dock. Ramp. Exposed rocks at low tide, boats, barrels on float.

WEATHER DATA SOURCES—(ASOS 118.325 907–788–3120) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)

RCO —122.4 (SITKA FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



ANIAK

§ **ANIAK** (ANI) (PANI) 0 S N61°34.90′ W159°32.58′ UTC−9(−8DT) **McGRATH**

P 88 BL5, 6, 8, 9 ① H60(ASP) 10–28 **H–1B, 2J, L–3C**

SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Mon–Sat 1700–0100Z‡. Fuel avbl on CTAF or call 907–675–4624. Arpt CLOSED to acft ops which are required to conduct passenger screening. Arpt CLOSED to passenger acft certified for more than 30 passenger seats. Arpt maint duty hrs 1700–0130Z‡ Mon thru Fri. Personnel and equipment may be working on the rwy at any time. Arpt has designated transient acft parking avbl. Transient acft parking is designated with green cones. ACTIVATE MALSF Rwy 10 and VASI Rwy 28 and HIRL Rwy 10–28—CTAF. ①Rwy 28, TCH 52′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 124.3 907–675–4282) (TWEB ANI 359) (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS KENAI ENA–NOTAM ANI)

RCO —122.45 **(E)** (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —251.05 118.15

CLNC DEL 118.15

AIRSPACE: CLASS E svc 1500–0859Z‡ other times CLASS G.

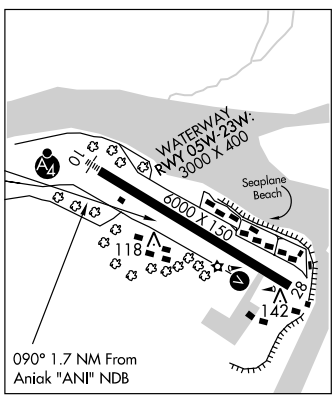
RADIO AIDS TO NAVIGATION

NDB(HW–SAB) 359 ANI N61°35.41′ W159°35.88′

090° 1.7 NM to Fld./18E. **TWEB.** Unusable 040°–090° byd 10 NM, 290°–340° byd 10 NM.

ILS/DME 109.7 I–ANI Chan 34 Rwy 10. Class IA. LOC unusable within 1.7 DME.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Because of natural obstructions AWOS–3 wind may be unrepresentative of rwy wind conditions.



§ **ANIAK SEAPLANE** (ANI) (PANI) 0 S N61°34.90′ W159°32.58′ UTC−9(−8DT) **McGRATH**

70 –30 05W–23W **H–1B, 2J, L–3C**

SERVICE—S1 **FUEL** —(NC–100LL, A) **IAP**

SEAPLANE REMARKS —Attended Mon–Sat 1700–0100Z‡. Operating area in Aniak Slough and river in front of town.

WEATHER DATA SOURCES —(AWOS–3 124.3 907–675–4282) (TWEB ANI 359) (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS KENAI ENA–NOTAM ANI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

ANNETTE

§ **ANNETTE ISLAND** (ANN) (PANT) 0 N N55°02.55′ W131°34.33′ UTC−9(−8DT) **KETCHIKAN**
PVT 119 H75(ASP) 12–30, 02–20 **H–1D, L–1C**

AIRPORT REMARKS —Unattended. PPR—Call 907–886–4441 during business hrs. Mountains NE. Rwys not maintained, no snow removal. Soft spots in Rwy 12–30 pavement at 1600′ and 2400′ from Rwy 12 threshold. Vehicular tfc on both rwys, broken glass, rocks and debris on rwys. Rwys 02 and 12 rgt tfc. For emerg call 907–886–4011 (Metlakatla police department) to activate emerg rescue team.

WEATHER DATA SOURCES —(ASOS 135.75 907–886–3246) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM ANN OT CTC JUNEAU JNU)

RCO —122.4 (KETCHIKAN FSS)

RADIO AIDS TO NAVIGATION

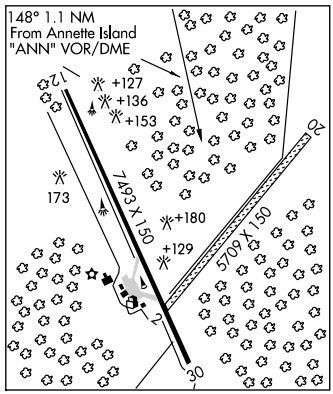
(H)VOR/DME 117.1 ANN Chan 118 N55°03.63′ W131°34.70′ 148° 1.1 NM to Fld.174/21E.

VOR portion unusable:
016°–096° byd 10 NM blw 26000′
291°–301° byd 20 NM blw 7000′
291°–306° byd 36 NM blw 9000′
301°–306° byd 20 NM blw 5000′
336°–016° byd 12 NM blw 22000′

DME unusable:
006°–096° byd 10 NM blw 26000′
291°–301° byd 20 NM blw 7000′
291°–306° byd 36 NM blw 9000′
301°–306° byd 20 NM blw 5000′
336°–006° byd 12 NM blw 22000′

NICHOLS NDB(HW) 266 ICK N55°04.25′ W131°36.30′ 126° 2.1 NM to Fld./21E.

VHF/DF ctc Ketchikan FSS. OTS indef.



RADIO/NAV/WEATHER REMARKS —For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

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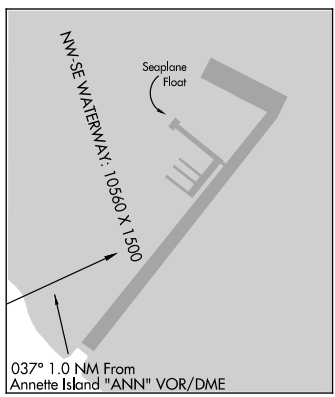
§ **TAMGAS HARBOR SEAPLANE** (Z43) 2 NE N55°04.08′ W131°33.42′ UTC−9(−8DT) **KETCHIKAN**
00 –105 NW–SE

SEAPLANE REMARKS —Unattended. Rock jetty, dock available. Call police department at 907–886–4011 or VHF Channel 80 prior to landing at strip or SPB. Use caution many divers and boaters in the area.

WEATHER DATA SOURCES—(WX CAM).

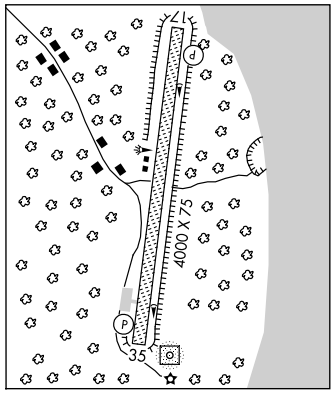
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

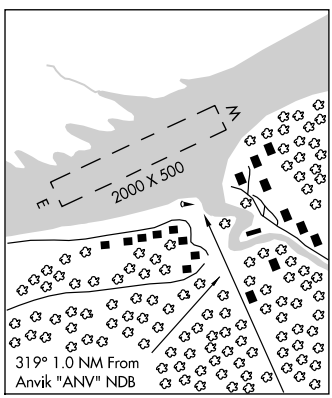


ANVIK

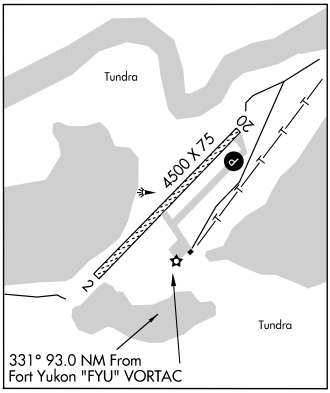
§ **ANVIK** (ANV) (PANV) 1 SE N62°38.84′ W160°11.40′ UTC−9(−8DT) McGRATH
P 291 BL4, 10①, 12② 40(GVL) 17–35 H–1B, 2J, L–3C
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 17 slope 0.4% up S. ACTIVATE MIRL Rwy 17–35—122.7. ①Rwy 35. ②Rwy 17, TCH 25′ GA 3.0; Rwy 35, TCH 25′ GA 3.0°. IAP
WEATHER DATA SOURCES—(AWOS–3 133.55 907–663–6353).
COMMUNICATIONS—(CTAF/UNICOM 122.7) (TIE–IN FSS KENAI ENA–NOTAM ANV)
RCO —122.4 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—335.5 135.7
RADIO AIDS TO NAVIGATION
NDB(HW/DME) 365 ANV Chan 71 N62°38.49′ W160°11.40′ At Fld.358/15E.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **ANVIK SEAPLANE** (K4Ø) 0 NW N62°39.37′ W160°12.33′ UTC–9(–8DT) McGRATH
52 −20 E–W
SEAPLANE REMARKS —Unattended. No services or dock. Beaching area on shore near village. Operating area in Anvik River.
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM ANV)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **ARCTIC VILLAGE** (ARC) (PARC) 1 SW N68°06.88′ W145°34.76′ UTC−9(−8DT) **POINT BARROW**
P 2092 BL4, 10②, 12① 45(GVL) 02–20 **H–1B, L–4J**
AIRPORT REMARKS —Unattended. CAUTION: Loose gravel on approach to Rwy 02. Rwy not monitored recommend visual inspection prior to landing. No line of sight between rwy ends. Rwy 02 slope 0.3% up NE. Rwy slopes downhill to Rwy 02 thld at SW end. Rotating beacon OTS indef. ACTIVATE REIL Rwy 20 and PAPI Rwy 20—CTAF. Ldg fee. ① Rwy 20, TCH 27′. GS 3.0°. ②Rwy 20. **IAP**
WEATHER DATA SOURCES–(AWOS–3 135.75 907–587–5654) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM ARC)
FORT YUKON RCO—122.1 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON—225.4 135.0
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **ARLINGTON MUNI** WA (AWO) (KAWO) 3 SW N48°09.65′ W122°09.54′ UTC−8(−7DT) **SEATTLE**
P 142 BL4, 5, 10, 12 ① H53(ASP) 16–34 S–114, D–150, 2S–175, 2D–270, 11–29 **H–1D, 1E, L–1E**
S–32, D–34, 2D–59 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, NC–A+)
AIRPORT REMARKS —Attended 1600Z‡–dusk. 100LL fuel avbl 24 hour credit card svc. Landing fee for acft over 12,500 lbs. Taxiing acft over 30,000 lbs remain clear of west side of arpt, Twy C and ramps on west side of Twy D. Rwy 11 and Rwy 16 rgt tfc. Glider ops at arpt daily. Ultralight ops daily at NW corner of arpt. TPA–1200(1058), TPA for ultralights 537′ MSL, helicopters 637′ MSL. Helicopter training area, autorotations in grass and on south parallel taxiway Rwy 29 and along Twy B. Hovering area near compass rose located area Rwy 29 and Twy E. ACTIVATE MALS Rwy 34—122.7. PAPI Rwy 11, Rwy 16, Rwy 29 and Rwy 34 and REIL Rwy 11, Rwy 16 and Rwy 29 opr 24 hrs. ①Rwy 16, TCH 40′. GS 3.0°. Rwy 34, TCH 46′. GS 3.0°. Rwy 11, TCH 42′ GS 3.5°. Rwy 29, TCH 40′ GS 4.0°.
WEATHER DATA SOURCES —(AWOS–3 135.625 360–435–8045).
COMMUNICATIONS—(CTAF/UNICOM 122.7) (TIE–IN FSS SEATTLE SEA–NOTAM AWO)
Ⓡ **SEATTLE CENTER APP/DEP CON** —306.9 128.5
RADIO AIDS TO NAVIGATION
PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ 358° 15.2 NM to fld. 670/20E.
WATON NDB(LOM) 382 AW N48°04.57′ W122°09.23′ 338° 5.1 NM to Fld.
ILS 111.5 I–AWO Rwy 34. LOM WATON NDB. Localizer only. Localizer unmonitored continuously.
RADIO/NAV/WEATHER REMARKS —Toll free call to Seattle FSS dial 1–800–WX–BRIEF. UNICOM manned on intermittent schedule.

ASHCROFT BC N50°42.12′ W121°19.22′ **H–1C**
NDB(H) 236 YZA 071° 33.4 NM to Kamloops

§ **ASTORIA RGNL** OR (AST) (KAST) 3 SW N46°09.48′ W123°52.72′ UTC−8(−7DT) **SEATTLE**
P 15 BL4, 5, 9①, 10②, 12③ H58(ASP) 08–26④ S–60, D–76, 2S–97, 2D–119, 13–31 S60, D–76, 2S–97, 2D–119 **H–1E IAP**
SERVICE—S3 **FUEL** —(NC–100LL, JET A)
RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–5796	TODA–5796	ASDA–5196	LDA–4896
RWY 13:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467
RWY 26:	TORA–5796	TODA–6096	ASDA–5496	LDA–4782
RWY 31:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467

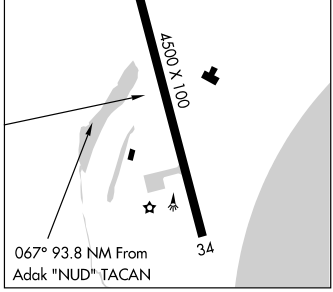
AIRPORT REMARKS —Attended 1600–0100Z‡. Class IV, ARFF Index A. For fuel outside normal working hours ctc fixed-base operator 503–861–1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08–26 and Rwy 13–31, MALSR Rwy 26 and REIL Rwy 08—CTAF. ①Rwy 08 TCH 51′. GA 3.0° thld dsplcd 301′. Rwy 13 TCH 54′. GS 3.0°. ②Rwy 08, Rwy 13. ③Rwy 31, TCH 45′. GS 4.0°. ④Rwy 26 thld dsplcd 704′.
WEATHER DATA SOURCES—(ASOS 135.375 503–861–1371) (HIWAS AST 114.0)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM AST)
RCO—122.3 (McMINNVILLE FSS)
SEATTLE CENTER APP/DEP CON—317.6 124.2
RADIO AIDS TO NAVIGATION
(L) VORW/DME 114.0 AST Chan 87 N46°09.70′ W123°52.82′ at fld. 10/19E. **HIWAS.**
VOR portion unusable:

019°–030° beyond 35 NM below 5,500′	030°–045° beyond 30 NM below 5,500′
045°–055° beyond 30 NM below 7,500′	080°–100° beyond 34 NM below 6,000′
120°–150° beyond 33 NM below 7,000′	150°–170° beyond 36 NM below 7,000′
170°–200° beyond 15 NM below 8,000′	180°–210° beyond 10 NM below 3,300′
180°–240° beyond 5 NM below 2,000′	200°–210° beyond 20 NM below 8,000′
201°–240° beyond 30 NM below 6,000′	240°–320° beyond 25 NM below 5,000′
320°–330° beyond 30 NM below 5,500′	330°–360° beyond 20 NM below 5,500′

DME unusable:
075°–088° beyond 35 NM below 7,000′
330°–360° beyond 28 NM below 6,300′
KARPEN NDB(MHW) 201 PEN N46°08.37′ W123°35.24′ 255° 12.2 NM to Fld. Unmonitored.
ILS 109.5 I–AST Rwy 26. Class IE.
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

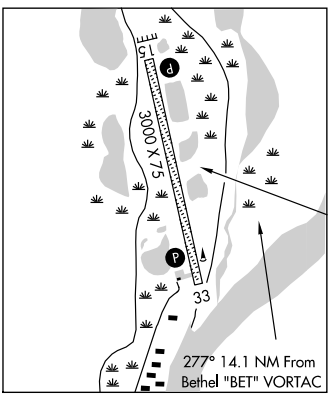
ATIGUN N68°09.01′ W149°24.39′ **POINT BARROW**
RCO —122.6 (FAIRBANKS FSS) **L–4J**

§ **ATKA** (AKA) (PAAK) 2 N N52°13.24′ W174°12.37′ UTC–10(–9DT) **WESTERN ALEUTIAN IS.**
P 57 *B, L4, 10① H45(ASP–GRVD) 16–34 S–30 **H–2I, L–2H IAP**
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 34 slope 0.3% up N. Flocks of gulls and eagles common along the shoreline of Nazan Bay year-round. Rwy 34 has 200′ plus 150′ gravel paved safety area, Rwy 16 has 150′ paved plus 150′ gravel safety area. For rotating beacon call arpt contractor 907–839–2227. ①Rwy 16. Rwy 34.
WEATHER DATA SOURCES —(AWOS–3 135.55 907–839-2292).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡ –NOTAM AKA OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —121.4
GCO —122.15 (KENAI FSS) (NSTD GCO 4 clicks)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

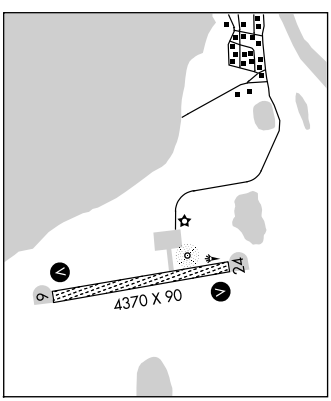


ATLIN BC (CYSQ) 1 NE N59°34.60′ W133°40.13′ (AOE) UTC−8(−7DT) **JUNEAU**
2348 BL4, 10,12① 39(GVL) 18–36 **L–1B**
FUEL —(NC–100LL, B)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–3950 TODA–4100 ASDA–4100 LDA–3950
RWY 36: TORA–3950 TODA–4150 ASDA–4150 LDA–3950
AIRPORT REMARKS —Gnd rises sharply fr shoulder edge along E side of rwy. JET B ltd quantities phone 250–651–7635. Rwy 36 rgt tfc. Customs prior permission required ctc 888–226–7277. Reil Rwy 36. REIL on high setting only Retro–reflective markers on twy and aprons only. ACTIVATE MIRL Rwy 18–36—123.2.① PAPI Rwy 36.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYSQ)
RCO—126.7 (WHITEHORSE FSS)
RADIO AIDS TO NAVIGATION
NDB(HW) 260 YSQ N59°37.56′ W133°40.62′ 150° 3.0 NM to Fld./25E.
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF or 867–667–8427.

§ **ATMAUTLUAK** (4A2) 0 NE N60°52.00′ W162°16.39′ UTC−9(−8DT) **BETHEL**
P 17 BL4, 10, 12① 30(GVL) 15–33 **L–3C**
AIRPORT REMARKS —Unattended. Rwy width varies. Rwy condition not monitored, recommend visual inspection prior to using. First 650′ of Rwy 33 rough with dips. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 15 and Rwy 33—CTAF. ①Rwy 15 TCH 25′ GS 3.0°. Rwy 33 TCH 24′ GS 3.0°.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **ATQASUK EDWARD BURNELL SR MEM** (ATK) (PATQ) 1 S N70°28.04′ W157°26.15′ UTC−9(−8DT) **CAPE LISBURNE**
96 BL4, 9①, 10② 44(GVL) 06–24 **H–1A, L–4I**
IAP
AIRPORT REMARKS —Unattended. Abandoned rwy N side of community visible. Several 6″ deep ruts 1800′ from Rwy 24 thld. Rwy condition not monitored recommend visual inspection prior to using. Rwy sfc 90′–110′ btw edge lgts. ACTIVATE MIRL Rwy 06–24, VASI and REIL Rwy 06 and Rwy 24.—CTAF. ①Rwy 06 TCH 30′ GS 3.0°. Rwy 24 TCH 30′ GS 3.0°.② Rwys 06 and 24.
WEATHER DATA SOURCES—(ASOS 119.925 907–633–2012) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM ATK)
BARROW RADIO—122.2 (BARROW FSS)
ANCHORAGE CENTER APP/DEP CON—239.25 135.3
RADIO AIDS TO NAVIGATION
NDB (HW) 350 ATK N70°28.14′ W157°25.65′ at Fld./20E.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS dial 1–800–779–7709.



ATTU N52°49.74′ E173°10.82′ **WESTERN ALEUTIAN IS.**
NDB(MH) 375 ATU At Casco Cove CGS. 40/3E. **L–2H**

§ **AURORA STATE** OR (UAO) (KUAO) 1 NW N45°14.83′ W122°46.20′ UTC−8(−7DT) **SEATTLE**
P 200 BL4, 5, 9① H50(ASP–GRVD) 17–35 S–30, D–45 **H–1E**
SERVICE—S4 **FUEL** —(100LL, JET A) HPOX **IAP**

AIRPORT REMARKS —Attended 1500–0500Z‡. Rwy 17+30′ p–line 2100′ from thld, marked by balls. TPA 1000′. Parallel twy 35′ wide and has medium ints twy lgts. Rwy 17–35 has 150′ blast pad at south end. Rwy 35 calm wind rwy. Use only paved sfcs. Exercise caution frequent straight in instrument apch traffic to Rwy 17. ACTIVATE MIRL Rwy 17–35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17—CTAF. ①Rwy 17, TCH 40′, GS 3.5°. Rwy 35, TCH 40′, GS 3.0°.

WEATHER DATA SOURCES—(ASOS 118.525 503–678–3011).

COMMUNICATIONS—**(CTAF/UNICOM 122.7) (TIE–IN FSS MCMINNVILLE MMV–NOTAM UAO)**
Ⓡ **PORTLAND APP/DEP CON**—284.6 126.0 **CLNC DEL**—119.95

RADIO AIDS TO NAVIGATION

NEWBERG(H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 105° 10.9 NM to fld. 1440/21E. **HIWAS.**

ILS/DME 111.15 I–UAO Chan 48(Y) Rwy 17. Class IA. Loc only.
DME unusable:
byd 15.2 NM blw 2,500′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

BALD MOUNTAIN (See TALKEETNA)

BANKS N45°37.82′ W123°02.75′ **SEATTLE**
NDB(MHW) PND 122° 6.7 NM to Portland–Hillsboro.21E. **L–2H**

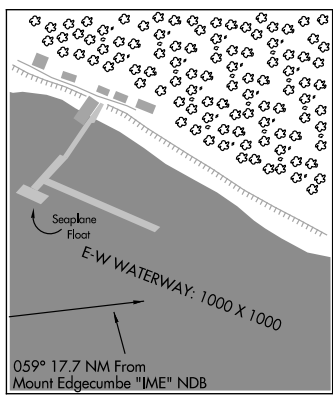
BARANOF

WARM SPRING BAY SEAPLANE (BNF) 0 SE N57°05.33′ W134°49.99′ UTC−9(−8DT) **JUNEAU**
00 –100 E–W

SEAPLANE REMARKS —Unattended. Dock. High terrain surrounding landing zone. Occasional turbulent wind and wind shear at low elevation. Current shoves planes into vessel float, very dangerous. Boats may be tied to SPB dock/float ramp.

COMMUNICATIONS—**(CTAF/UNICOM 122.8) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)**

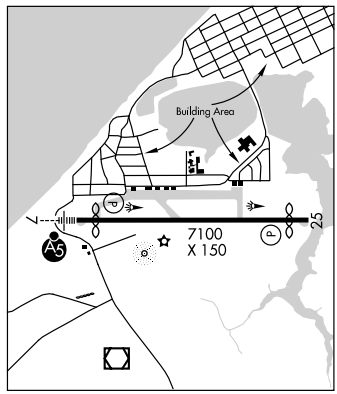
RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 1–907–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



BARROW

§ **WILEY POST/WILL ROGERS MEM** (BRW) (PABR) 0 SE N71°17.09′ W156°46.12′ UTC−9(−8DT) **POINT BARROW**
P 52 BL5, *6, 10 ②, 12① H71(ASP) 07–25 ③ S–75, D–160, 2D–300 **H–1A, L–4I**
SERVICE—S2 **FUEL** —(NC–100LL, A1) **IAP**

AIRPORT REMARKS —Attended 1500–0530Z‡. OT on request call 907–852–6199. Class I, ARFF Index B. Migratory waterfowl in vicinity of arpt during Spring thru Fall. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Airport Manager P. O. Box 367 Barrow, Alaska 99723. New rwy under construction 25 ft south of Rwy 07–25. Rwy 07–25 is 5′ to 8′ higher in elev. Recommend larger acft use elephant ear to turn around. Snow/ice removal, hazardous conditions reporting performed and valid during duty hrs only 1500–0530Z‡ daily. Rwy 07 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 07 RVR touchdown avbl. Rwy 25 REIL OTS indef. HIRL Rwy 07–25 preset low intst, for higher intensity ctc Barrow FSS 1500–0700Z‡ other hrs ACTIVATE—CTAF. ACTIVATE MALSR Rwy 07—CTAF. PAPI Rwy 07 and 25, operate 24 hours, REIL Rwy 25 unavbl low intst. ①Rwy 07, TCH 51′. GS 3.0°. Rwy 25, TCH 50′. GS 3.0°. ②Rwy 25. Rwy 25 thld dsplcd 600′. Rwy 07 thld dsplcd 600′.



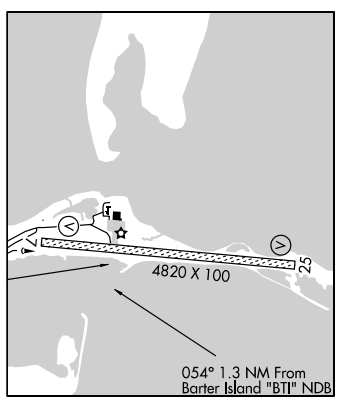
WEATHER DATA SOURCES—(ASOS 132.15 907–852–3112).
COMMUNICATIONS—(CTAF 123.6) (ATIS 132.15) **(TIE–IN FSS BARROW BRW 1500–0700Z‡–NOTAM BRW OTHER HOURS CTC FAIRBANKS FAI)**
BARROW RADIO —122.2 (122.6 Used for high alt tfc only) 123.6 **(V)** LC 852–2511. WSO telephone 907–852–6484. (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON—239.25 135.3
RADIO AIDS TO NAVIGATION
BARROW (H)VORWDME 116.2 BRW Chan 109 N71°16.41′ W156°47.29′ At Fld.60/19E.
BROWERVILLE NDB(HW) 281 VIR N71°16.94′ W156°46.88′ At Fld.43/19E.
VHF/DF—contact BARROW FSS.
ILS/DME 110.5 I–BRW Chan 42 Rwy 07. Class IE. LOC BC unusable 1 DME inbound.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. ATIS broadcast over BRW ASOS during BRW FSS working hours on freq 132.15 or call 907–852–3112.

BARROW FSS —123.6 (122.6 Used for high alt traffic only) 122.2

BARROW N71°16.41′ W156°47.29′ **POINT BARROW**
(H)VORWDME BRW 116.2 Chan 109 At Wiley Post/Will Rogers Mem.60/19E. **H–1A, L–4I**

BARTER ISLAND LRRS (BTI) (PABA) 1 NNE N70°08.04′ W143°34.91′ UTC−9(−8DT) **POINT BARROW**
2 BL4, 9 ①, 10 48(GVL) 07–25 **H–1A, L–4J**

AIRPORT REMARKS —Attended 1500–0900Z‡. Be Alert: Migratory waterfowl, gulls and polar bears in vicinity of arpt during Spring thru Fall. Whale carcasses 1,500′ ENE of Rwy 25 thld attract gulls and polar bears. Rwy not monitored,recommend visual inspection prior to landing. Rwy 07–25 sea water floods rwy during strong west winds. Overrun areas restricted to emergency ops only. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25—122.8. VASI Rwy 07 and Rwy 25 opr 24 hours. ①Rwy 07, TCH 38′. GS 3.0°. Rwy 25, TCH 30′. GS 3.0°. **IAP**



WEATHER DATA SOURCES—(AWOS–3 120.0 907–640–2124)
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡–NOTAM BTI OT CTC FAIRBANKS FAI)
RADIO —126.2
RCO —122.0 (DEADHORSE FSS)
ANCHORAGE CENTER APP/DEP CON—120.6
RADIO AIDS TO NAVIGATION
NDB(HW) 308 BTI N70°07.84′ W143°38.63′ 054° 1.3 NM to Fld./27E. SHUTDOWN.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Barrow FSS call 1–800–779–7709.

BASIN CREEK (Z47) 0 W N64°40.79′ W165°17.99′ UTC−9(−8DT) **NOME**

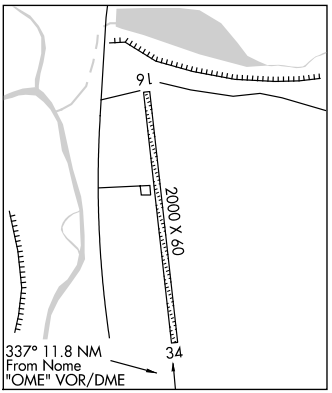
P 140 20(GVL) 16–34

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy soft during rainy season. Rwy 16–34 edges marked with cones. Thlds marked with reflective panels. Rwy 16–34 slopes down toward S end, 2% grade.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BATTLE GROUND WA N45°44.87′ W122°35.49′ **SEATTLE**

(H) VORTACW 116.6 BTG Chan 113 160° 9.6 NM to Portland Intl. 253/21E. **H–1E**

TACAN azimuth and DME unusable:

035°–085° byd 35 NM blw 10,000′.

BEAR CREEK N65°10.43′ W152°12.36′ **FAIRBANKS**

NDB(ABHW) 212 BCC 070° 2.4 NM to Ralph M Calhoun Mem./19E. **L–3D, 4I**

§ **BEAR CREEK 3** (Z48) 3 W N63°34.30′ W156°08.64′ UTC−9(−8DT) **McGRATH**

740 17(GVL–DIRT) 15–33

AIRPORT REMARKS —Unattended. CAUTION: Airfield not monitored. Recommend visual inspection prior to use. Rwy 15–33 doglegs to the E at S end. Rwy 15–33 E side used as a road, tire ruts to 5″. Land Rwy 15, takeoff Rwy 33. Rwy 15–33 soft when wet. Standing water may be present. Rwy overgrown with grass and shrubs. Rwy 33 rgt tfc. Rwy 15 thld marked by cones.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA –NOTAM MCG)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



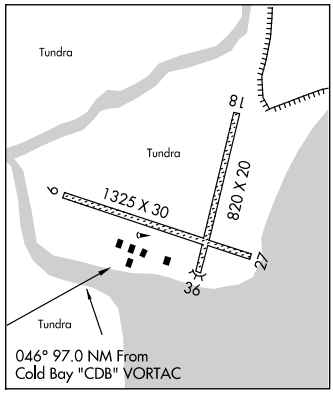
BEAR LAKE

§ **JOHNSONS LANDING** (Z52) 1 S N56°02.20′ W160°15.97′ UTC−9(−8DT) **KODIAK**
130 13(GVL) 09–27 18–36

AIRPORT REMARKS —Unattended. Rwy 09–27 shallow ruts entire length of rwy. Loose gravel on rwy surface up to 4″. Rwy 18–36 loose gravel up to 4″ on rwy surface. Ruts and dips entire length. Rwy 09–27 and Rwy 18–36 loose, soft gravel. Rolling dips and ruts to 6″. Rwy 36 first 70′ uneven grade. Arpt partially on private land. Private property line runs down centerline of Rwy 09–27. Private land S of Rwy 09–27.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM SDP OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

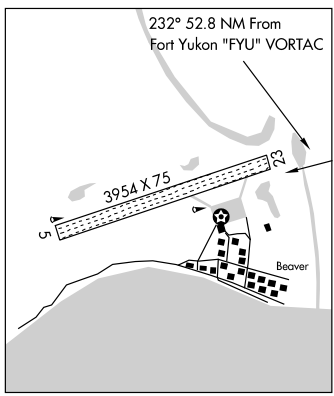


§ **BEAVER** (WBQ) (PAWB) 0 N N66°21.73′ W147°24.38′ UTC−9(−8DT) **FAIRBANKS**
P 359 BL4 39(GVL) 05–23 **L–4J**
IAP

AIRPORT REMARKS —Unattended. Rwy cond not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. Rwy 05–23 thld marked with panels. Active road transits rwy 1000′ from Rwy 05 thld. Segmented circle overgrown. ACTIVATE MIRL Rwy 05–23 and rotating bcn—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
FORT YUKON RCO—122.1 (FAIRBANKS FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BEAVER CREEK YT (CYXQ) 1 NW N62°24.61′ W140°52.13′ (AOE) UTC−8(−7DT) **WHITEHORSE**
YUKON GOV'T 2129 BL4, 9① 37(GVL) 14–32② **L–1A, 3E**

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3745 TODA–3945 ASDA–3745 LDA–3745
RWY 32: TORA–3745 TODA–3945 ASDA–3745 LDA–3404

AIRPORT REMARKS —Customs PPR ctc 888–226–7277, May–Oct 1600–0800Z‡. Night ops not recommended unless hazard bcn opr. Limited winter maint. Rwy 14 rgt tfc. Rwy 14 slope 0.43% up. ACTIVATE LIRL Rwy 14–32, VASI Rwy 14 and Rwy 32—CTAF. ①Rwy 14. Rwy 32. ②Rwy 31 thld dsplcd 341′.

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYXQ)
RADIO—122.1(V) (1700–2300Z‡.)
RCO—126.7 (WHITEHORSE FSS)

RADIO AIDS TO NAVIGATION
NDB(MHW) 239 YXQ N62°24.53′ W140°51.70′ at Fld./25E. Unmonitored when Beaver Creek Radio is clsd.

RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

BELLA BELLA BC N52°11.12′ W128°06.82′ **H–1D, L–1D**
NDB(MH) 325 YJQ 248° 1.5 NM to Campbell Island

BELLA BELLA

CAMPBELL ISLAND BC (CBBC) 1 NW N52°11.11′ W128°09.41′ UTC−8(−7DT) **L–1D**
141 H37(ASP) 13–31
FUEL–(NC–100LL, A)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–3697 TODA–4681 ASDA–3697 LDA–3697
RWY 31: TORA–3697 TODA–4681 ASDA–3697 LDA–3697
AIRPORT REMARKS—Attended intermittently. Rwy condition report Pacific Coastal 205–957–2285 or Wag Fuel Services 205–957–2645. Ditches 3′–25′ deep parallel along both sides of rwy approximately 38′ from rwy edges. SE end of rwy has a slope of 0.3% gradually increasing to 2% at NW end. Rwy 31 up 0.3%, last 1500′ up 2%. Ltd winter maint.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS PORT HARDY CYZT–NOTAM CYZT)
RCO—126.7 (PACIFIC FSS)
RADIO/NAV/WEATHER REMARKS—LD call to Port Hardy FSS 250–949–6331.

BELLA COOLA BC (CYBD) 6 NE N52°23.25′ W126°35.75′ UTC−8(−7DT) **H–1D, L–1D**
117 H42(ASP) 05–23①
FUEL–(NC–100LL, A)
AIRPORT REMARKS—Attended ltd hrs. For service phone 250–982–2225. Rwy 04–22 ltd win maint. West twy rstd to 12,500 lbs or less. Rwy 05 rgt traffic. ①Rwy 23 thld dsplcd 206′.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS PORT HARDY CYZT–NOTAM CYZT)
RCO—126.7 (PACIFIC FSS)
RADIO/NAV/WEATHER REMARKS—LD call to Port Hardy FSS dial 250–949–6331.

§ **BELL ISLAND HOT SPRINGS SEAPLANE** (KBE) 0 SW N55°55.74′ W131°34.30′ UTC−9(−8DT) **KETCHIKAN**
PVT 00 –106
SEAPLANE REMARKS —Attended summer daylight. Dock. Private facility no service offered to the public.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS—For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

§ **BELLINGHAM INTL** WA (BLI) (KBLI) 3 NW N48°47.56′ W122°32.25′ (AOE) UTC−8(−7DT) **SEATTLE**
P 170 BL5, 6, 9 ①, 10 ② 12 ③ H67(ASP–GRVD) 16–34 S–75, D–160, 2S–175, 2D–250 **H–1D, 1E, L–1E IAP**
SERVICE—S7 **FUEL** —(NC–100LL, A) RB–Low and High
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
RWY 34: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
AIRPORT REMARKS —Attended continuously. Class I, ARFF Index B. Landing fee. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 360–671–5674. ARFF Index C 1400–0600Z‡. Birds on and in vicinity of arpt. Noise abatement procedures in effect ctc arpt manager at 360–671–5674. Twr svc not avbl at Twy A invof Twy G, the south hold area and the runup area due to obstructed vision. Twy J and Twy F from Twy A eastward to Twy D and Twy D from Twy E to Twy F closed to air carrier ops. Commercial ramp clsd to pvt acft. TPA 1200′ MSL, 1030′ AGL fixed wing, 700′ MSL, 530′ AGL helicopter, 2000′ MSL, 1830′ AGL turbo. Rwy 16 rgt tfc. Rwy 16 touchdown RVR avbl. MALSR Rwy 16. HIRL Rwy 16–34. Flight Notification Service (ADCUS) available. When twr clsd ACTIVATE HIRL Rwy 16–34, MALSR Rwy 16, and REIL Rwy 34—CTAF. ①Rwy 34, TCH 50′. GS 3.0°. ②Rwy 34. ③Rwy 16, TCH 50′. GS 3.0°.
WEATHER DATA SOURCES—(ASOS (360) 671–8688).
COMMUNICATIONS—(CTAF 124.9) (UNICOM 122.95) (ATIS 134.45 360–647–5939) (TIE–IN FSS SEATTLE SEA–NOTAM BLI)
RCO —255.4 122.15(V) (SEATTLE FSS)
Ⓡ **VICTORIA TERMINAL APP/DEP CON** —290.8 132.7
TOWER —379.3 124.9 (1500–0630Z‡) **GND CON** —379.3 127.4
RADIO AIDS TO NAVIGATION
ILS/DME 108.5 I–BLI Chan 22 Rwy 16. Class IA.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

BELUGA (BLG) (PABG) 7 NE N61°10.33′ W151°02.63′ UTC−9(−8DT) **ANCHORAGE**

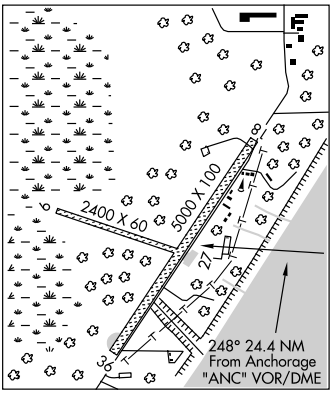
PVT 130 L4 50(GVL) 18–36, 09–27 **H–1B, 2K, L–1A, 3D, 4F**

AIRPORT REMARKS —Attended continuously. PPR to land, call arpt manager 907–263–3930 if unable call 276–1215. Rwy 09–27 not maintained in winter. West side of rwy does not have shoulder beyond rwy edge lights. Shoulder area on west and north side of rwy soggy at times. Rwy 18 first 200′ soft and unstable. Wildlife on and invof airport. Entire rwy not visible by personnel on duty. Uncontrolled vehicles operating on service road along east side of rwy. Brush may hinder drivers from seeing approaching acft on AER 18. Located 8 SM NE of Tyonek. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (UNICOM 122.8) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **BEND MUNI** OR (BDN) 5 NE N44°05.67′ W121°12.01′ UTC−8(−7DT) **KLAMATH FALLS**

P 3460 BL4, 12① H52(ASP) 16–34 S–30 **H–1E**

SERVICE—S2 **FUEL**—(NC–100LL, JET A) LPOX RB–LOW AND RB–HIGH **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1530–0200Z‡, Sat–Sun 1600–0100Z‡. TPA 4460′ MSL 1000′ AGL. Rwy 16 slope 1.0% up S. Glider ops on and invof arpt. Noise abatement procedures in effect, call FBO at 541–388–0019. Twy parallel to Rwy 16–34 marked by reflectors. Rwy 16–34 slope 1.0% up SE. Calm wind rwy is Rwy 16. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF. ①Rwy 16, TCH 39′. GA 3.0°. Rwy 34, TCH 44′. GA 3.0°.

WEATHER DATA SOURCES —(AWOS–3 134.425 541–382–1477)

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS MCMINNVILLE MMV–NOTAM MMV)

SEATTLE CENTER APP/DEP CON—257.75 128.15

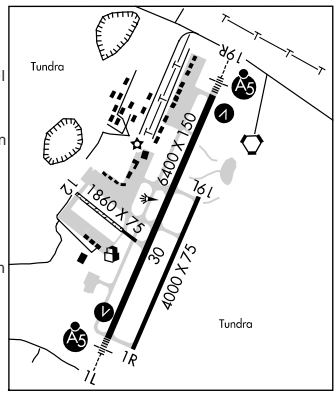
RADIO AIDS TO NAVIGATION

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 137° 10.5 NM to fld. 4101/18E. **HIWAS.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

BETHEL

§ **BETHEL** (BET) (PABE) 3 SW N60°46.71′ W161°50.23′ UTC−9(−8DT) **McGRATH**
P(NG) 126 BL4, 5, 6, 9 ①, 10 ② H64(ASP–GRVD) 01L–19R, S–90, D–112, 2D–210, **H–1B, 2J, L–3C**
01R–19L 12–30 **IAP, AD**
SERVICE—S4 **FUEL**—A1(NC–100, 100LL, A1)



AIRPORT REMARKS —Attended May–Sep 1530–0630Z‡, Oct–Apr 1400–0630Z‡. West 1200′ Rwy 12–30 CLOSED to acft over 12,500 lbs GWT Apr–Nov. Rwy 19R slope 0.4% up SW. Personnel and equipment may be working on the rwy at any time. $25.00 service charge for fuel after 0300Z‡ daily. Class I, ARFF Index A. ARFF equipment staffed only during air carrier ops with more than 30 passenger seats. Numerous ptarmigan/waterfowl vcnty of arpt. Snow removal, ice removal and arpt hazard reporting only performed during duty hrs, Mon–Sat 1500–0600Z‡, Sun 2230–0600Z‡, unless by prior arrangement in writing with arpt management. Rwy 19R touchdown RVR avbl 1 Nov–30 Mar 1600–0500Z‡, 1 Apr–31 Oct 1600–0700Z‡. Rwy 01L touchdown RVR avbl 1 Nov–30 Mar 1600–0500Z‡, 1 Apr–31 Oct 1600–0700Z‡. When twr clsd ACTIVATE twy lgts, HIRL Rwy 01L–19R and Rwy 01R–19L and MIRL Rwy 12–30—CTAF. ACTIVATE MALSR Rwys 01L and Rwy 19R and VASI Rwy 01L and Rwy 19R and REIL Rwy 01L—CTAF. ①Rwy 19R, TCH 47′. GS 3.0°. Rwy 01L, TCH 47′. GS 3.0°. ②Rwy 01L.

WEATHER DATA SOURCES —(ASOS 907–543–5475). (TWEBⓑ OSE 251) (TWEBⓑ BET 114.1) (WX CAM).

COMMUNICATIONS—(CTAF 118.7) (ATIS 119.8) (TIE–IN FSS KENAI ENA–NOTAM BET)

RCO—255.4 122.65 122.2**(E)** (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON—372.0 125.2

TOWER —118.7 **(V)** (Apr 1–Oct 31 1600–0700Z‡, Nov 1–Mar 31 1600–0500Z‡.) **GND CON** —121.7

AIRSPACE: CLASS D svc Apr 1–Oct 31 1600–0700Z‡, Nov 1–Mar 31 1600–0500Z‡ other times CLASS E.

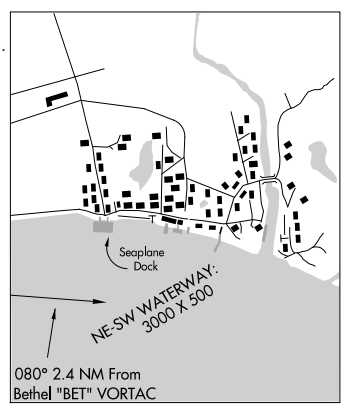
RADIO AIDS TO NAVIGATION

(H)ABVORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ At Fld.98/14E. **TWEB.**
OSCARVILLE NDB(HW–SAB) 251 OSE N60°47.48′ W161°52.37′ 112° 1.3 NM to Fld./14E. **TWEB.**
ILS/DME 111.5 I–BET Chan 52 Rwy 19R. Class IE.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

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§ **BETHEL SEAPLANE** (Z59) 0 S N60°46.92′ W161°44.59′ UTC−9(−8DT) **McGRATH**
15 –30 NE–SW
SERVICE —S3



SEAPLANE REMARKS —Unattended. Boats operating in river. Narrow, crowded.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 118.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

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§ **HANGAR LAKE SEAPLANE** (Z58) 1 NE N60°47.80′ W161°43.64′ UTC−9(−8DT) **McGRATH**

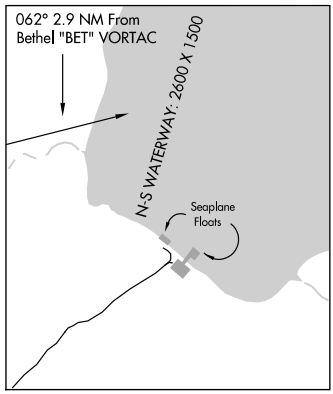
P 17 –26 N–S

SEAPLANE REMARKS —Unattended.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 118.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **BETTLES** (BTT) (PABT) 0 N N66°54.84′ W151°31.74′ UTC−9(−8 DT) **FAIRBANKS**

P 647 BL4, 5, 9① 52(GVL) 01–19 **H–1A, L–4J**

FUEL —(NC–100LL, A1+, B) **IAP**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Floatplane ops .5 NM off end of Rwy 19 in Koyukuk River. Snow removal ops during winter—monitor CTAF. Fuel avbl 24 hrs, ctc freqs 122.77 and 130.1. Unleaded fuel avbl. ACTIVATE VASI Rwys 01 and 19, MALSR Rwy 01 and MIRL Rwy 01–19—CTAF. ①Rwy 01, TCH 36′. GS 3.0°. Rwy 19, TCH 52′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 135.450 907–692–5900) (TWEB BTT 116.0) (TWEB EAV 391) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM BTT)

RCO—122.2 **(V)** (FAIRBANKS FSS)

ANCHORAGE CENTER APP/DEP CON—352.0 124.6

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

(H)VOR/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ At Fld. 637/20E. **TWEB.**

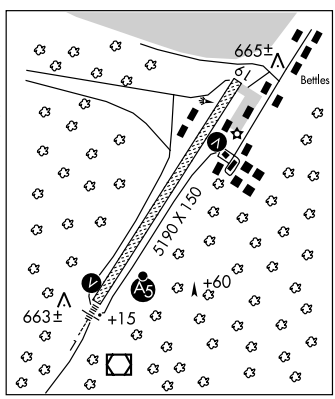
VOR/DME unusable:

047°–077° byd 24 NM.

EVANSVILLE NDB(HW–SAB) 391 EAV N66°53.59′ W151°33.82′ 013° 1.5 NM to Fld./20E. **TWEB.**

VHF/DF—Ctc FAIRBANKS FSS. Lctd at N66°54.43′ W151°32.03′.

ILS/DME 108.7 I–BTT Chan 24 Rwy 01.



RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. Weather observer avbl for local arpt wx on CTAF, call sign: Bettles Weather and phone 907–692–5533.

§ **VOR LAKE WATERLANE SEAPLANE** (2A4) 2 SSE N66°53.96′ W151°28.29′ UTC−9(−8DT) **FAIRBANKS**

P 631 –41 14W–32W

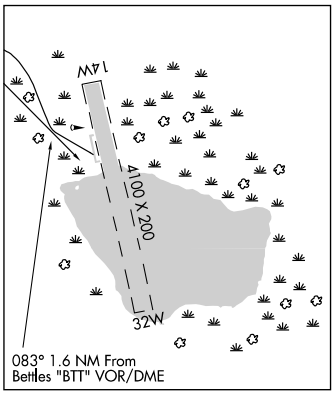
FUEL —(NC–100LL)

SEAPLANE REMARKS —Unattended. Be Alert: Waterlane condition not monitored, recommend visual inspection prior to using. Westerly winds cause downdrafts invof SPB. Rising terrain 1/4 NM west of lake. No public dock, grvl ramp only. Windsock near trees may be unreliable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM BTT)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BIG DELTA N64°00.26′ W145°43.03′ **FAIRBANKS**

(H)ABVORTACW 114.9 BIG Chan 96 at Allen AAF. 1230/29E. **TWEB.** **H–1B, L–3B, 3E**

RCO—255.4 122.2 **(E)** (FAIRBANKS FSS)

§ **BIG LAKE** (BGQ) (PAGQ) 1 SE N61°32.17′ W149°48.83′ UTC−9(−8DT) **ANCHORAGE**

P 158 BL4 24(GVL) 07–25 **L–1A, 3D, 4G**

SERVICE —S4 **IAP**

AIRPORT REMARKS —Unattended. Rwy soft on both ends. Rwy cond not monitored recommend visual inspection prior to use. Be alert: Occasional ultra–light tfc. Be alert: Frost heave on rwy approximately 2200′. 190′ AGL lgtd twr 2 NM NE of arpt. Low flying aircraft in vcnty of approach to Big Lake VOR. Updraft off of rising hill on apch to Rwy 25. Rwy 07 +15′ road parallel to rwy end. NSTD markings Rwy 07 and Rwy 25 marked by reflective panels. Arpt has designated transient acft parking avbl. Transient acft parking is designated with green cones. ACTIVATE MIRL Rwy 07–25—122.8.

WEATHER DATA SOURCES —(TWEBⓐ BGQ 112.5) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANC)

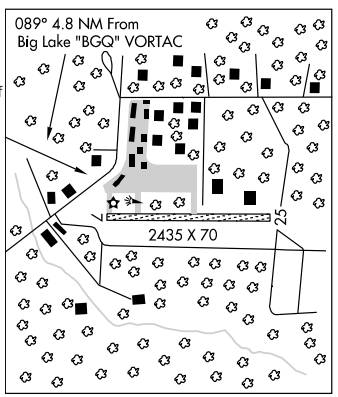
Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6

RADIO AIDS TO NAVIGATION

(H)ABVORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 090° 4.8 NM to Fld.160/25E. **TWEB.**

TACAN azimuth and DME unusable: 220°–240° byd 36 NM blw 7,500′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **BEAVER LAKE SEAPLANE** (D71) 4 NE N61°34.98′ W149°49.86′ UTC−9(−8DT) **ANCHORAGE**

150 –50 01W–19W

SEAPLANE REMARKS —Unattended. Limited public access to NE lake shore. No svc of any type avbl to tran acft. Watch for personal watercraft.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **BROCKER LAKE SEAPLANE** (6A7) 3 SE N61°28.91′ W149°46.39′ UTC−9(−8DT) **ANCHORAGE**

100 –12 ALL–WAY

SEAPLANE REMARKS—Unattended. No designated transient areas, multiple pvt docks.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS KENAI–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **JONES LANDING SEAPLANE** (L95) 3 NE N61°33.29′ W149°56.36′ UTC−9(−8DT) **ANCHORAGE**

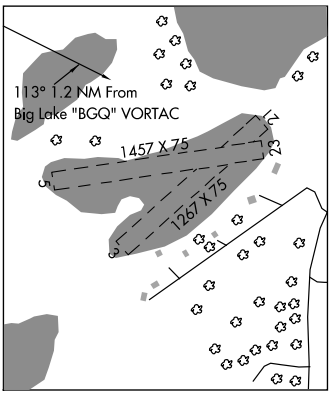
P 180 –14 05W–23W 03W–021W

SEAPLANE REMARKS —Unattended. Waterlanes 03–21 and 05–23 marked with buoys.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



BIG LAKE N61°34.17′ W149°58.03′ **ANCHORAGE**

(H)ABVORTACW 112.5 BGQ Chan 72 090° 4.9 NM to Big Lake. 160/25E. **H–1B, 2K, L–1A, 3D, 4G**

TWEB.

TACAN azimuth unusable:

220°–240° byd 36 NM blw 7,500′.

§ **BIG MOUNTAIN** (37AK) (PABM) 3 SW N59°21.67′ W155°15.53′ UTC−9(−8DT) **KODIAK**

AF 663 42(GVL) 07–25 **H–1B, 2J, L–2J, 3C**

AIRPORT REMARKS —Unattended. CLOSED TO PUBLIC, OFFICIAL USE ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. US Air Force installation. All civil acft operators must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF operating instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or COM: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil.CAUTION: Rwy not maintained condition unknown. Recommend visual inspection prior to landing. Rwy 07 right traffic pattern.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡–NOTAM ILI OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Iliamna FSS dial 1–800–476–6950. For a toll free call to Kenai FSS dial 1–866–864–1737.

BIORKA ISLAND **JUNEAU**

(H)ABVORTAC 113.8 BKA Chan 85 N56°51.57′ W135°33.08′ 001° 12.9 NM to Sitka Rocky Gutierrez. 240/28E. **TWEB.** **H–1C, L–1C**

VORTAC unusable:

230°–235° byd 15 NM blw 5,000′ 360°–080° byd 25 NM blw 12,000′

300°–320° byd 27 NM blw 9,000′

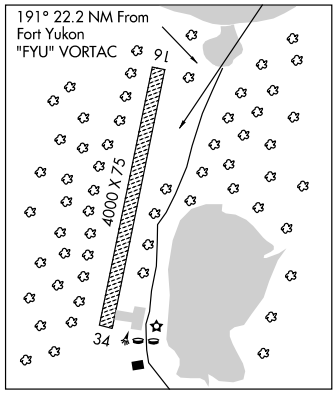
RCO —122.3 (SITKA FSS)

§ **BIRCH CREEK** (Z91) 1 NNW N66°16.56′ W145°49.08′ UTC−9(−8DT) **FAIRBANKS**
P 450 BL4 40(GVL) 16–34 **H–1B, L–4J**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal opr dur winter, monitor CTAF. Segmented circle overgrown. ACTIVATE MIRL Rwy 16–34—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

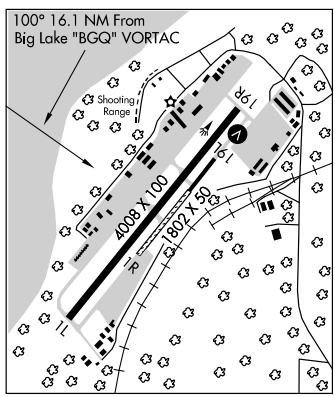


BIRCH CREEK LANDING (See TALKEETNA)

§ **BIRCHWOOD** (BCV) (PABV) 2 NW N61°24.97′ W149°30.50′ UTC−9(−8DT) **ANCHORAGE**
P 83 BL4, 9 ① H40(ASP) 01L–19R, 01R–19L **H–1B, 2K, L–1A, 3D, 4G**
SERVICE—S4 **FUEL** —(NC–100LL)

AIRPORT REMARKS —Attended Apr–Aug 1700–0300Z‡, Sep–Mar 1700–0200Z‡. First 600′ of Rwy 19L asphalt last 1600′ gravel. Mid 1500′ of Twy A designated as rwy for ultralight and ski/tundra tire equipped acft, no parallel ops allowed—sequence on CTAF. Rgt tfc pattern Rwy 19L and Rwy 19R except ultralight acft use left pattern E away from all rwys. Rwy 19L rgt tfc. Helicopters avoid fixed wing and ultralight tfc pattern. Arpt has designated transient acft parking avbl. ACTIVATE MIRL Rwy 01L–19R and VASI Rwy 19R—CTAF. ①Rwy 19R TCH 48′ GS 3.5°.

WEATHER DATA SOURCES—(AWOS–3 135.55 907–688–0826) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM BCV)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

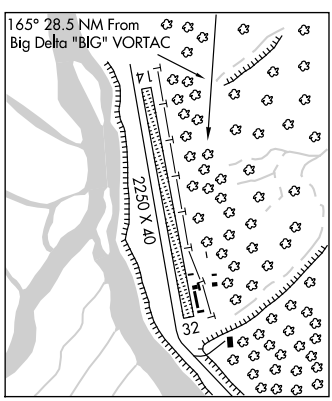


§ **BLACK RAPIDS** (5BK) 0 N N63°32.11′ W145°51.65′ UTC−9(−8DT) **ANCHORAGE**
P 2125 22(GVL–DIRT) 14–32

AIRPORT REMARKS —Unattended. Rwy runs parallel to highway. Wind generator damaged, not reliable for wind direction indicator. Arpt not maintained, occasional military helicopter use. N 1100′ of rwy unusable overgrown with 4′ to 6′ brush. Rocks to 5″, weeds to 1.5′, ruts and potholes on rwy sfc.

WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RCO —122.4 (FAIRBANKS FSS).
SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BLODGET LAKE SEAPLANE (See WASILLA)

BLUFF PARK FARM (See WASILLA)

§ **BOARDMAN** OR (M5Ø) 4 SW N45°48.89′ W119°49.23′ UTC−8(−7DT) **KLAMATH FALLS**
P 396 BL4 H42(ASP) 04–22 S–30 **H–1E**
AIRPORT REMARKS —Unattended. Telephone avbl. Rwy 22 rgt tfc. ACTIVATE MIRL Rwy 04–22—122.9.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS MCMINNVILLE MMV–NOTAM PDT)
RADIO/NAV/WEATHER REMARKS—For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

BOB BAKER MEM (See KIANA)

BOCA DE QUADRA N55°15.46′ W131°12.47′ **KETCHIKAN**
RCO —119.3 (KETCHIKAN FSS) **L–1C**

BODEY OR N44°18.48′ W121°01.14′ **KLAMATH FALLS**
NDB(HW/LOM) 411 RD 222° 6.5 NM to Roberts Fld.
NDB unusable:
091°–111° byd 25 NM blw 14,000′.

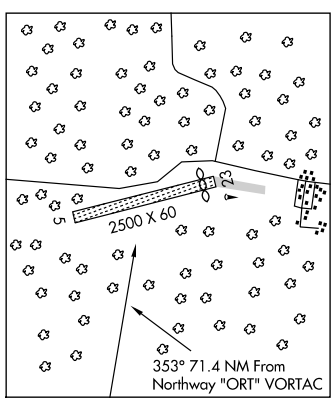
BOEING/KING CO INTL (See SEATTLE, WA)

BOLD (See ANCHORAGE)

BORLAND N55°18.94′ W160°31.11′ **COLD BAY**
NDB(HW/DME) 390 HBT Chan 79 at Sand Point. 132/15E. **H–2J, L–2J**
NDB portion unusable:
300°–350° byd 16 NM.
DME portion unusable:
350°–130° byd 6 NM blw 10000′ and byd 22 NM blw 18000′
180°–260° byd 6 NM blw 10000′ and byd 27 NM blw 14000′
DME chan 79 paired with VHF freq 113.2.

BOSWELL BAY (AK97) 1 E N60°25.38′ W146°08.75′ UTC−9(−8DT) **ANCHORAGE**
PVT 230 26(GVL) 04–22
AIRPORT REMARKS —CLOSED TO THE PUBLIC. Unattended. PPR required from ALASCOM. CAUTION: Wind in excess of 10 Kt may produce turbulence. Daylight operations only.
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **BOUNDARY** (BYA) 0 W N64°04.70′ W141°06.80′ UTC−9(−8DT) **DAWSON**
P 2940 25(GVL) 05–23①
AIRPORT REMARKS —Unattended. Soft when wet. No winter maint, ski equipped acft only. Rwy condition not monitored, recommend visual inspection prior to landing. Weeds and grass up to 12″ on rwy sfc. Rwy 05–23 slopes uphill 1% at both ends. Rwy 05–23 has slight dip in middle. Rwy 05–23 thlds marked with reflective panels and cones. ①Rwy 23 thld dsplcd 200′.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NORTHWAY ORT–MAY 1–SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BOUNDARY BAY BC (CZBB) 2.5 E N49°04.43′ W123°00.45′ (AOE) UTC−8(−7DT) **L–1D, 1E**
6 L4, 5, 10① H56(ASP) 12–30, 07–25②
FUEL–(100LL, A1)
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 25	12–30	4582
RWY 30	07–25	3300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5606	TODA–5606	ASDA–5606	LDA–5606
RWY 12:	TORA–3755	TODA–4755	ASDA–3755	LDA–3755
RWY 25:	TORA–5606	TODA–6606	ASDA–5606	LDA–5006
RWY 30:	TORA–3755	TODA–4755	ASDA–3755	LDA–3755

AIRPORT REMARKS—Attended 1500–0700Z‡. Fuel avbl 1500–0300Z‡ ctc 122.95. PPR for jet acft and acft over 12,500 lbs GTOW. Ctc opr. VFR acft with transponder squawk code 4000 arr and code 1200 dep, unless otherwise instructed by ATC. Rwy 25 and Rwy 30 rgt tfc. TPA 800′AGL. Noise abatement procedures in effect, ctc arpt manager 604–946–5361. No night ldg Rwy 07–25 0700–1500Z‡. Rwy 12–30 preferred for ngt ops. No over flights Delta Air Park Arpt below 1000′ AGL. Propeller driven acft over 12,500 lbs gross take off weight and all jet acft prohibited unless approved thru arpt mgr. Helicopter ops prohibited within 30′ vertical and 90′ horizontal from all refuelling equipment. Twy F pvt use only. Max wingspan 50′. Twy E uncontrolled day use only. Apron III pvt parking only no itinerant acft. Customs avbl 1600–0600Z‡ 1 hr. prior notice required. ACTIVATE MIRL Rwy 07–25 and Rwy 12–30—118.1. Rwy 07 REIL on high setting only. ①Rwys 12, 30, 07 and Rwy 25. ②Rwy 25 thld displaced 600′.
COMMUNICATIONS—(CTAF 118.1) (ATIS 125.5 1–877–517–2847 1500–0700Z‡) (TIE–IN FSS VANCOUVER CYVR–NOTAM CYVR)
VANCOUVER APP/DEP CON—363.8 132.3 (South)
TOWER—118.1 (inner) 127.6 (outer) (1500–0700Z‡) **GND CON** 124.3
RADIO/NAV/WEATHER REMARKS—LD call to Vancouver FSS dial 604–775–9505.

BOWERMAN, OR (See HOQUIAM)

BOWERS FLD, WA (See ELLENSBURG)

BRADLEY SKY RANCH (See NORTH POLE)

§ **BREMERTON NATIONAL** WA (PWT) (KPWT) 7 SW N47°29.42′ W122°45.89′ UTC−8(−7DT) **SEATTLE**
P(N) 444 BL5, 6, 12 ①, H60(ASP) 01–19 S–66, D–150, 2S–113, 2D–336 **H–1D, 1E, L–1E**
SERVICE—S4 **FUEL** (100LL, A) **IAP**
AIRPORT REMARKS —Attended 1500–0300Z‡. Rwy 19 designated calm wind rwy. TPA 1444′ MSL 1000′ AGL. 24 hr fuel terminal located 300′ WSW of Twy E. Fee for acft over 60,000 lbs. All acft above 70,000 lb weight class are required to use Twy E and back taxi on rwy when departing Rwy 19. Wildlife fence crosses N end of abandoned rwy. Rwy 01 rgt tfc. Fee for acft over 60,000 lbs. ACTIVATE MALSR Rwy 19 and PAPI Rwy 01 and Rwy 19–CTAF. ①Rwy 01, TCH 45′. GS 3.0°. Rwy 19, TCH 48′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 121.2 360–674–2811)
COMMUNICATIONS—(CTAF/UNICOM 123.05) (TIE–IN FSS SEATTLE SEA–NOTAM PWT)
Ⓡ **SEATTLE APP/DEP CON** —254.4 269.125 127.1
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION
CARNEY NDB(MHW) 274 CAN N47°24.63′ W122°50.33′ 012° 5.7 NM to Fld./20E.
NDB unusable:
030°–310° byd 15 NM.
KITSAP NDB (MHW) 206 PWT N47°29.54′ W122°45.40′ At Fld./20E.
NDB unusable:
210°–310° byd 12 NM.
ILS 111.1 I–PWT Rwy 19. Class IA.
RADIO/NAV/WEATHER REMARKS —Toll free call to Seattle FSS dial 1–800–WX–BRIEF.

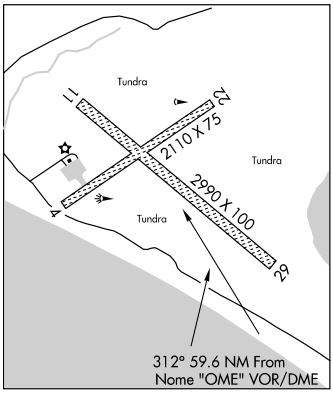
§ **BREVIG MISSION** (KTS) (PFKT) 0 E N65°19.88′ W166°27.94′ UTC−9(−8DT) **NOME**

P 38 BL4 30(GVL) 11–29, 04–22

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 04–22 and Rwy 11–29—CTAF.

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BROCKER LAKE SEAPLANE (See BIG LAKE)

BROWERVILLE N71°16.94′ W156°46.88′ **POINT BARROW**

NDB(HW) 281 VIR At Wiley Post/Will Rogers Mem.43/19E. **H–1A, L–4J**

BROWN LOW POINT (See CAMDEN BAY)

BRUCK N61°10.07′ W150°10.63′ **ANCHORAGE**

NDB(MH) 387 BOB 061° 5.3 NM to Ted Stevens Anchorage Intl. 279/21E. **L–1A, 3D, 4G**

NDB unusable:

030°–130° byd 15 NM

§ **BRYANT AAF** (Fort Richardson) (FRN) (PAFR) 0 E N61°15.75′ W149°39.28′ UTC−9(−8DT) **ANCHORAGE**

ANG 378 BL4, 10, 12① H42(ASP) 17–35 **H–1B, 2K, L–1A, 3D, 4G**

FUEL —J4

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–3475 TODA–4175 ASDA–4175 LDA–3600

RWY 35: TORA–3600 TODA–4175 ASDA–4175 LDA–3475

AIRPORT REMARKS —Attended Mon–Fri 1630–0300Z‡ exc hols. Moose occasionally on or near rwy. Recommend visual inspection of rwy. Army Aviation Support Facility C907–428–6333. 24 hr PPR. Lgtd 190′ antennas at National Guard Armory E of Rwy 17–35. Traffic pattern R/W 1100′ MSL. Fixed wing 1900′ MSL. Traffic pattern for Rwy 17–35 is west, pattern for east/west taxiway is north. ACTIVATE MIRL Rwy 17–35—CTAF. ①Rwy 35.

WEATHER DATA SOURCES —(AWOS–3 118.525 907–384–0132) (PMSV: METRO—344.6 Full svc Tue, Fri 1600–0300Z‡, Wed, Thur 1600–1400Z‡, except holidays, limited svc other times. Svc limited to 25 NM and line of sight.) (WX CAM).

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS KENAI ENA–NOTAM PAFR)

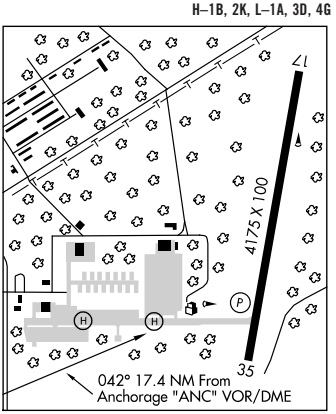
Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6

ANCHORAGE CLNC DEL —323.1 128.65 119.4

AASF Ops—40.8

RADIO AIDS TO NAVIGATION—(VOT 111.0)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



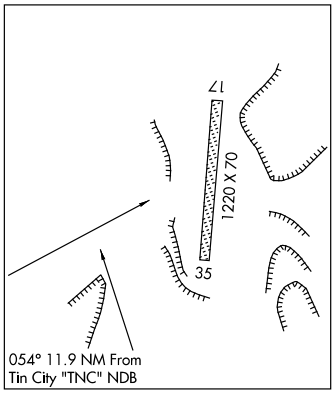
BUCK CREEK (AK98) 1 N N65°38.32′ W167°29.15′ UTC−9(−8DT) **NOME**

PVT 560 12(GVL) 17–35

AIRPORT REMARKS —Unattended. Land at own risk, arpt inactive, not maintained. Rwy marked by barrels. Arpt ½ mile N of abandoned mining camp. Arpt located on top of hill.

COMMUNICATIONS—(TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —LD call to Nome FSS dial 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **BUCKLAND** (BVK) (PABL) 1 SW N65°58.89′ W161°08.95′ UTC−9(−8DT) **NOME**

P 31 BL4, 9 ① 32(GVL) 11–29 **L–4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy subject to turbulent crosswinds in summer months. Migratory waterfowl invof arpt spring through fall. ACTIVATE MIRL Rwy 11–29—CTAF. VASI Rwy 11 and Rwy 29 opr continuously. ①Rwy 11, TCH 25′. GS 3.0°. Rwy 29, TCH 29′. GS 3.5°. **IAP**

WEATHER DATA SOURCES: (AWOS–3 135.15 907–494–2180) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM BVK OT CTC FAIRBANKS FAI)

RCO—122.3 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON—263.0 119.2

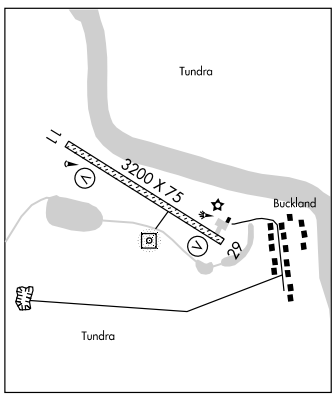
RADIO AIDS TO NAVIGATION

NDB(MHW/DME) 325 BVK Chan 78 N65°58.79′ W161°08.96′ At Fld. 24/15E.

DME unusable:

250°–260° byd 18 NM blw 4600′

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BULLEN POINT AIR FORCE STATION (Kaktovik) (8AK7) (PABU) 64 E N70°10.37′ **POINT BARROW**

W146°50.17′ UTC−9(−8DT) **L–4J**

AF 18 35(GVL) 15–33

AIRPORT REMARKS —Unattended. CLOSED TO PUBLIC, OFFICIAL USE ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. US Air Force installation. All civil acft operators must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF operating instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or Com: (907) 552–3636 for PPR numbers and CALPs. Mail CALP application to: ATTN: 11AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy and helipad not maintained, condition unknown. Recommend visual inspection prior to landing.

COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

BURLINGTON/MOUNT VERNON

§ **SKAGIT REGIONAL** WA (BVS) (KBVS) 3 W N48°28.25′ W122°25.25′ UTC−8(−7DT) SEATTLE
P 144 BL4, 9①, 10②, 12③ H55(ASP) 10–28 S19, 04–22 S12.5 H–1D, 1E, L–1E
SERVICE—S4 **FUEL** —(NC–100LL, A) IAP

AIRPORT REMARKS —Attended Mon–Fri 1400–0100Z‡. Rwy 04 slope 0.4% up NE. Rwy 28 slope 0.8% up NW. Deer and birds on and invof rwys. Use of Twy G by acft with wingspan 49′ or greater prohibited when Rwy 04–22 in use. TPA—1144(1000). Ultralight TPA—644(500). Helicopter training ops on arpt with autorotations on rwy. Rwy 04–22 compass rose in stopway SW end. ACTIVATE MIRL Rwy 10–28, LIRL Rwy 04-22, VASI Rwys 10 and 28 and REIL Rwys 10 and 28—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously. ①Rwy 10, TCH 40′ GS 3.0°. Rwy 28, TCH 46′ GS 3.5°. ②Rwy 10 and Rwy 28. ③Rwy 04, TCH 40′ GS 3.0°. Rwy 22, TCH 40′ GS 3.0°.

WEATHER DATA SOURCES: (AWOS–3 121.125 360–757–7767)

COMMUNICATIONS—(CTAF/UNICOM 123.075) (TIE–IN FSS SEATTLE SEA–NOTAM BVS)

Ⓡ **WHIDBEY APP/DEP CON** —270.8 120.7

RADIO AIDS TO NAVIGATION

SKAGIT/BAYVIEW NDB(MHW) 240 BVS N48°28.12′ W122°25.10′ At Fld.98/21E.
NDB unusable:
350°–030° byd 20 NM.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

BURNS LAKE BC (CYPZ) 11 NW N54°22.59′ W125°57.08′ UTC−8(−7DT) H–1D
2343 H50(ASP) 11–29
FUEL —(NC–100LL, JET A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–5060 TODA–5060 ASDA–5060 LDA–5060
RWY 29: TORA–5060 TODA–5060 ASDA–5060 LDA–5060

AIRPORT REMARKS—Unattended. For fuel call 250–698–7364 or 250–692–0220. For runway condition report call arpt caretaker at 250–698–7364 or opr. ACTIVATE MIRL Rwy 11–29—122.7.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS SMITHERS CYYD–NOTAM CYYD)

VANCOUVER CENTER APP/DEP CON—123.875 132.525
RCO—126.7 (PACIFIC FSS) 123.875 132.525 (VANCOUVER CENTER)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kamloops FSS dial 1–866–WX–BRIEF.
126.7 (PACIFIC FSS)

BURWASH YT (CYDB) 2 NW N61°22.24′ W139°02.40′ UTC−8(−7DT) WHITEHORSE
YUKON GOV'T 2642 BL4, 9① 50(GVL) 10–28 H–1C, L–1A, 3E

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–5007 TODA–5204 ASDA–5007 LDA–5007
RWY 28: TORA–5007 TODA–5204 ASDA–5007 LDA–5007

AIRPORT REMARKS —Ltd win maint. ACTIVATE LIRL Rwy 10–28, VASI Rwy 10 and Rwy 28—CTAF. Rwy 28 0.64% up. ①Rwy 10 and Rwy 28.

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDB)

RADIO—122.1(V) (Jun 1–Sep 30 1300–0100Z DT, Oct 1–May 31 1500–2300Z‡ (1400–2200Z DT).
RCO—126.7 (WHITEHORSE FSS)

RADIO AIDS TO NAVIGATION

NDB(HW) DB 341 N61°20.42′ W138°59.00′ 293° 2.5 NM to Fld. 2830/25E. Unmonitored when Burwash Radio clsd.

RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF. Acft may not receive RCO on gnd. AWOS not avbl during Community Aerodrome Radio Station hrs ops.

BUTTE MUNI (See PALMER)

CAIRN MOUNTAIN N61°06.11′ W155°34.12′ McGRATH
NDB(HW) 281 CRN at Sparrevohn LRRS. /18E. H–1B, 2J, L–3C

CAMPBELL AIRSTRIP (See ANCHORAGE)

CAMPBELL ISLAND (See BELLA BELLA)

CAMPBELL LAKE N61°10.26′ W150°02.86′ ANCHORAGE
NDB(HW–SAB) 338 CMQ 061° 1.5 NM to Ted Stevens Anchorage Intl./21E. L–1A, 3D, 4G
TWEB.

CAMPBELL RIVER

CAMPBELL RIVER BC (CYBL) 4.5 S N49°57.04′ W125°16.25′ (AOE) UTC−8(−7DT) **H–ID, 1E, L–1E**
346 BL 4, 5, 6, 10, 12① H50(ASP) 11–29
SERVICE—S2 **FUEL** —(NC–100LL, A1)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–5000 TODA–5984 ASDA–5000 LDA–5000
RWY 29: TORA–5000 TODA–5984 ASDA–5000 LDA–5000

AIRPORT REMARKS —Parachute jumping to 12,500′ MSL on arpt. Model acft on and in vicinity of arpt 1.5 NM NE thld Rwy 11. Helipad 1 on arpt 40′ conc. Helipad 2 52′ asp. Trees cleared to aprxly 600′ fm rwy edge along SW side. Trees to 150′ AGL. Deer in vcnty of rwy. Ltd win maint. To prevent damage to rwy turn in ungrooved areas. Twy B pavement width 34′, max wt 44,000 pounds, no vehicle control. Twy D unlgtd. Rwy lgts opr 1330–0530Z‡. After 0530Z‡ ACTIVATE HIRL Rwy 11–29, REIL Rwy 11 and Rwy 29, SSALR Rwy 11, ODALS Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 opr cont at med int. Customs avbl Mon–Fri 1630–0030Z‡ OT svc chg call 888–226–7277. Fuel avbl 1500–0400Z‡ OT call out charge 2 hrs PN required. Rwy 11 rgt tfc. ①Rwy 11, GS 3.0°. Rwy 29, GS 3.0°.

COMMUNICATIONS—(CTAF 122.0) (ATIS 128.55 1400–0500Z‡) (TIE–IN FSS CAMPBELL RIVER CYBL 1330–0530Z‡–NOTAM CYBL OT CTC PORT HARDY)
RADIO —122.0 **(V)**
RCO —123.55 (PACIFIC FSS)

AIRSPACE: CLASS E svc effective continuous.

RADIO AIDS TO NAVIGATION
NDB(MHW) 203 YBL N50°00.39′ W125°21.45′ 115° 4.7 NM to fld./20E. Unmonitored when Campbell River FSS clsd.
ILS/DME 109.1 I–IBL Rwy 11. LOC reliable within 30° either side of centerline.

RADIO/NAV/WEATHER REMARKS —LD call to Campbell River FSS dial 250–923–3942. Calls are automatically transferred to Port Hardy FSS when Campbell River FSS is closed.

CAMPBELL RIVER SEAPLANE BC (CAE3) N50°03.00′ W125°15.00′ (AOE) UTC−8(−7DT)
00 —Unlimited.
SERVICE—S4 **FUEL**—(NC–100LL)

SEAPLANE REMARKS—Area India and channel N of India may be impassable below 3′ tides. Shallow areas may restrict use of Area India at times of 3′ or less. Channel at W end may be impassable due to shallow water and steel pillings. Extensive boat tfc Jun–Sep. Customs avbl Mon–Fri 1630–0100Z‡ OT svc chg call 888–226–7277. Docks avbl.

COMMUNICATIONS—(CTAF 122.0) (TIE–IN FSS CAMPBELL RIVER CYBL 1300–0530Z‡–NOTAM CYBL OT CTC PORT HARDY)

RADIO/NAV/WEATHER REMARKS —LD call to Campbell River FSS dial 250–923–3942. Calls are automatically transferred to Port Hardy FSS when Campbell River FSS is closed.

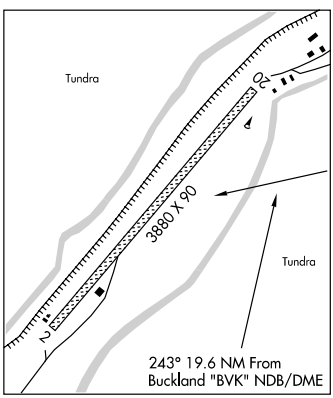
CANDLE 2 (AK75) 0 NE N65°54.46′ W161°55.58′ UTC−9(−8DT) **NOME**
PVT 15 39(GVL) 02–20 **L–4I**

AIRPORT REMARKS —Unattended. PPR to land call 435–487–9252 or 801–455–5200. Fuel farm located within 20′ of left edge Rwy 20. Dumpster lctd within 20′ of rwy edge—Rwy 02 200′ fm thld. Ridges 30–50′ run along both sides of Rwy 02–20. Rwy 02–20 portions of rwy muddy after heavy rain. Rwy has shallow ruts and slight frost heaving.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE–IN KOTZEBUE OTZ 1600–0900Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CANTWELL

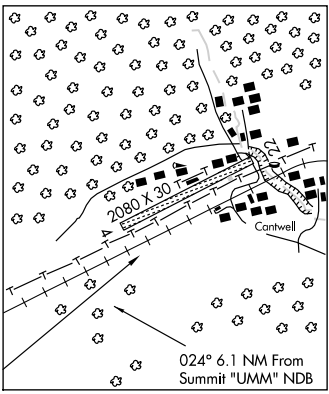
§ **CANTWELL** (TTW) (PATW) 0 N N63°23.47′ W148°57.34′ UTC−9(−8DT) **ANCHORAGE**
2190 21(TURF—DIRT) 04–22
FUEL —(NC–100LL)

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition monitored irregularly, recommended visual inspection prior to landing. Fuel for emergency use only. Wind sock located off arpt 100+ yards NW side atop a large building. Rwy subject to turbulent winds; high terrain to the NE; SW approach favored. Rwy 04 requires dogleg approach due to mountainous terrain. North rwy edge marked with cones, otherwise unmarked. Rwy soft and puddles after rain. SW half of rwy covered in 6″ tall grass. Usable width variable 25–45′ due to vegetation encroachment. Rwy 04 slope at 2% uphill north. Rwy 22 left side slopes down hill and sfc is uneven. Rwy 04 rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM TTW)
RCO —122.5 (KENAI FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl Wx reports hourly only.



CANTWELL N63°24.04′ W148°56.40′ **ANCHORAGE**
RCO —122.5 (KENAI FSS) **L–3D**

CAPE DARBY N64°20.78′ W162°47.50′ **NOME**
RCO —122.6 (NOME FSS) 1615–0745Z‡ other times ctc Fairbanks FSS. **L–3C, 4H**

CAPE BLANCO STATE, OR (See DENMARK)

§ **CAPE LISBURNE LRRS** (LUR) (PALU) 0 N N68°52.51′ W166°06.66′ UTC−9(−8DT) **CAPE LISBURNE**
AF 16 BL, 6, 12 ① 48(GVL) 08–26 **H–1A, L–4H**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡. **DIAP** CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9730/9637, C907–552–9730/9637. All acft operators shall obtain a PPR number at least 24 hrs prior to intended ldg. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e–publishing.af.mil/shared/media epubs/afi10–1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 AOS/AOO at DSN: 317–552–3636/5265 or COM: (907) 552–3636/5265 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street Suite 231 Elmendorf AFB AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mial: aklandingpermits@elmendorf.af.mil. For PPR call DSN: 317–552–9730 or COM: 907–552–9730. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. For permits call 907–552–7384/3636/5265. CAUTION: Rwy located at base of steep mountain. Mountain slopes in approach zone both ends of rwy. Threshold markers adj to rwy surface. CAUTION: Surface winds from 090° through 270° in excess of 10 kts (random winds in excess of 25 kts) may produce severe turbulence. CAUTION: Numerous bird nestings in the cliffs in vicinity of arpt. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. Rwy 26 rgt tfc. ACTIVATE HIRL Rwy 08–26, twy and ramp edge lgts, rwy hold/end lgts, distance remaining lgts, TDZE lighted panels in green at thlds, white at touchdown points, red at rwy end—126.2. PAPI & REIL opr 24 hours. Rotating bcn on request. ①Rwy 08, Rwy 26.

WEATHER DATA SOURCES—(AWOS–3 907–552–9730/9637 Ext 229).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM PALU OT CTC FAIRBANKS FAI)

RADIO —126.2 **(E)**

RCO —122.3 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON—363.25 119.65

RADIO AIDS TO NAVIGATION

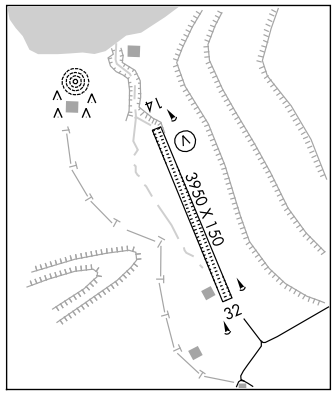
NDB (HW/DME) 385 LUR Chan 20(Y) N68°52.27′ W166°04.59′ At Fld. /16E. NDB antenna obst light OTS indef.

NDB unusable:
132° 160° byd 10 NM blw 9,000′.

DME unusable:
360°–125° byd 20 NM 125°–287° byd 10 NM all alts.
125°–287° byd 5 NM blw 9,000′

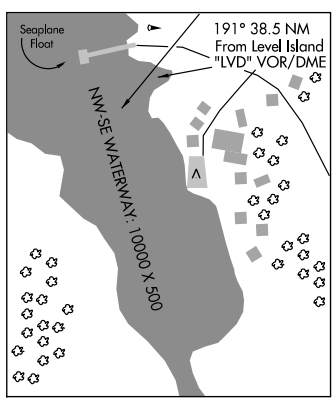
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516. NDB no standby transmitter, may be shutdown without prior notice. DME channel 20(Y) paired with VHF freq 108.35. NDB antenna obstacle lgt OTS indef.

§ **CAPE NEWENHAM LRRS** (EHM) (PAEH) 1 SE N58°38.79′ W162°03.77′ UTC−9(−8DT) **KODIAK**
AF 541 *L②, *9 ①, *10 ① 39(GVL) 14–32 **L–2I, 3C**
AIRPORT REMARKS —Attended daylt hours. Normally attended 1700–2000‡ weekdays. CLOSED to the public. OFFICIAL BUSINESS ONLY. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9419/9370, C907–552–9419/9370. Afld is CLOSED weekends and all federal hol. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. For permits 907–552–1448/4176, e–mail aklandingpermits@elmendorf.af.mil. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at http://www.e–publishing.af.mil/shared/media/epubs/AF110–1001.pdf. Mail CALP application to: Attn: 11AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy located on slope of 2305′ mountain. Approach from NW land Rwy 14 only. Takeoff Rwy 32 only. High terrain both sides and S end of rwy. Successful go-around improbable. Radome winds not always avbl. Rwy and parking apron on 7.9% grade. Last 200′ of Rwy 14 may contain parked acft. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ①Rwy 14. ②Radio request on 126.2.



WEATHER DATA SOURCES—(AWOS–3 (907) 552–9419/9370 Ext 8).
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PAEH)
RADIO —126.2 **(E)**
RCO —122.3 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—251.1 124.2
RADIO AIDS TO NAVIGATION
NDB (HW/DME) 385 EHM Chan 18(Y) N58°39.41′ W162°04.29′ At Fld. /15E. No standby beacon transmitter.
DME portion unusable:
050°–169° byd 10 NM blo 7,000′ 225°–293° byd 10 NM blo 7,000′
170°–224° all alt and distances 294°–320° byd 30 NM
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial –1–866–864–1737.

CAPE POLE SEAPLANE (Z71) 0 W N55°57.98′ W133°47.80′ UTC−9(−8DT) **KETCHIKAN**
00 –100 NW–SE
SEAPLANE REMARKS —Unattended. No longer used as logging/seaplane operations. There is line across inlet at float. Operating area in Fishermans Harbor. Rocks in entrance. Heavy seas are frequent.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

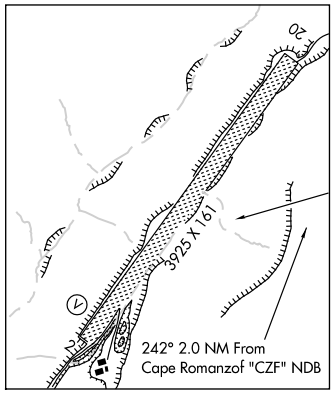


§ **CAPE ROMANZOF LRRS** (CZF) (PACZ) 6 SE N61°46.91′ W166°02.22′ UTC−9(−8DT) **BETHEL**

AF 464 L, 9 ①, 10 ② 39(GVL) 02–20 **L–3B**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. **DIAP**

Attended Mon–Fri 1700–0200Z‡. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–2372/2869, C907–552–2372/2869. Afld is CLOSED weekends and all federal hol. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at:http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy located on side of 2100′ mountain. Rwy 02 slope 2.3% up NE. Approach from SW, land Rwy 02 only. Takeoff Rwy 20 only. High terrain both sides and N end of rwy. Successful go-around improbable. CAUTION: Winds in excess of 20 kts may produce severe turbulence. Due to terrain, winds from 070° to 150° may be stronger than reported winds. Daylight operations only. BE ALERT: Possibly large numbers of 'Glaucous Gulls' may be present in the area of Cape Romanzof LRRS airfield during early to mid June. Also Canada geese and tundra swans during mid Aug. to early Sept. The increased bird and gull activity is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Cape Romanzof. Diligence by all personnel is recommended throughout the season. During lcl commercial and subsistence herring fishery activities, gulls have been observed in high numbers (500–1,000) on the beach blo the apch to the rwy. BE ALERT: Sharp dropoff west side of rwy. Restricted 180° turns to north end of rwy at apron area. CAUTION: Non-standard airfield markings. Establish radio contact as soon as possible prior to landing. CAUTION: Windsock lctd at the NW end of rwy at rwy edge 18′ high. Use caution when taxiing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ①Rwy 02, GS 2.5°. ②Rwy 02.



WEATHER DATA SOURCES—(AWOS–3 907–552–2869/2372 Ext 229).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PACZ)

RADIO —126.2 **(E)**

RCO —122.1 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON—226.8 132.5

RADIO AIDS TO NAVIGATION

NDB (HW/DME) 275 CZF Chan 114(Y) N61°47.44′ W165°58.18′ 242° 2.0 NM to Fld./13E.

NDB unusable:

065°–095° beyond 35 NM blw 4000′.

DME unusable:

161°–210° beyond 10 NM blw 9000′

265°–160° all distances and alts.

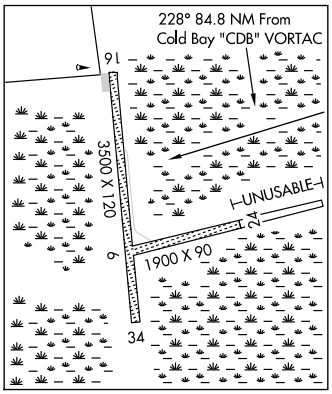
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial –1–866–864–1737. NDB may be shutdown without prior notice, no standby beacon transmitter. Freq 116.75 is paired with DME channel 114(Y).

§ **CAPE SARICHEF** (26AK) (PACS) 0 N N54°34.95′ W164°54.87′ UTC−9(−8DT) **DUTCH HARBOR**
PVT 291 35(GVL) 16–34, 06–24 **L–2J**

AIRPORT REMARKS —Unattended. CAUTION—Rwy not maintained. Recommend visual inspection prior to using. Rwy 16 rgt tfc. Rwy 06–24 east 1100′ of rwy closed and unusable.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM CDB OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



CAPE SPENCER N58°11.98′ W136°38.41′ **JUNEAU**
RCO —122.6 (JUNEAU FSS) **L–1B**

CARMACKS YT (CEX4) 3.5 E N62°06.65′ W136°10.70′ UTC−8(−7DT) **WHITEHORSE**
YUKON GOV'T 1770 50(GVL) 09–27 **H–1B**

AIRPORT REMARKS—Attended Mon–Fri. Rwy 09–27 ltd win maint. Hi gnd penetrates tkof/apch slopes aprx 2 NM fr each end of rwy. Watch for horses on rwy.

COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYXY)

RADIO/NAV/WEATHER REMARKS—LD call to Whitehorse FSS dial 867–667–8427.

CARNEY WA N47°24.63′ W122°50.33′ **SEATTLE**
NDB(MHW) 274 CAN 012° 5.7 NM to Bremerton National. /20E.
NDB unusable 030°–310° beyond 15 NM.

CASCO COVE CGS (Attu) (ATU) (PAAT) 0 N N52°49.95′ E173°10.53′ UTC–10(–9DT) **WESTERN ALEUTIAN IS.**
CG 88 L*10 ① H60(ASP) 02–20 S–32, D–110, 2S–140, 2D–150 **H–2H, L–2H**

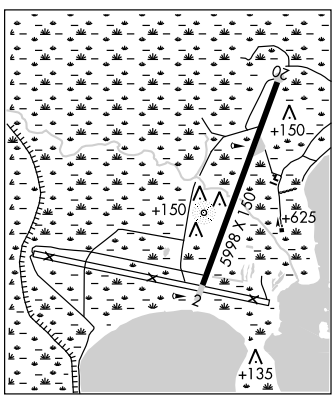
AIRPORT REMARKS —CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. CAUTION: 625′ twr 0.5 NM NNE of Intersection of rwys. Authorization for use outside of emergencies is obtained from CCGD 17 Juneau Alaska Vice COMNAVSTA Adak or CNAB17ND. No transient service or maint avbl. Regular snow removal performed for scheduled flights only, 24 hr notice required for other than scheduled flights. ①Rwy 02. For REIL Rwy 02 call 907–292–3315.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡ OT CTC KENAI ENA)

RADIO AIDS TO NAVIGATION

ATTU NDB(MH) 375 ATU N52°49.74′ E173°10.82′ At Fld.40/3E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **CENTRAL** (CEM) (PACE) 0 NNE N65°34.44′ W144°46.85′ UTC−9(−8DT) **DAWSON**

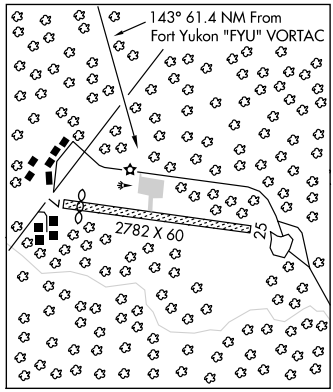
P 937 BL4 28(GVL) 07–25 ①

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Grass on rwy sfc up to 12″ tall. Snow removal ops during winter monitor—CTAF. Rwy 07 dsplcd thld marked with blue lgts and reflectors. ACTIVATE MIRL Rwy 07–25—CTAF. ①Rwy 07 thld displaced 121′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM CEM)

SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



§ **CHALKYITSIK** (CIK) (PACI) 0 SW N66°38.70′ W143°44.40′ UTC−9(−8DT) **DAWSON**

H–1B, L–4J

IAP

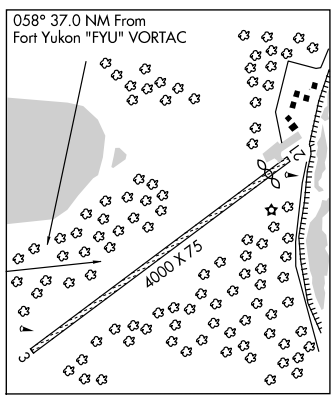
P 544 BL4 40(GVL) 03–21①

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 03 slope 0.5% up NE. Snow removal ops dur winter, monitor CTAF. Rwy 21 dsplcd thld marked with lgts and reflectors. ACTIVATE MIRL Rwy 03–21—CTAF. ①Rwy 21 thld dsplcd 500′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

ANCHORAGE CENTER APP/DEP CON —225.4 135.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHANDALAR CAMP

§ **CHANDALAR SHELF** (5CD) 0 W N68°03.93′ W149°34.78′ UTC−9(−8DT) **POINT BARROW**

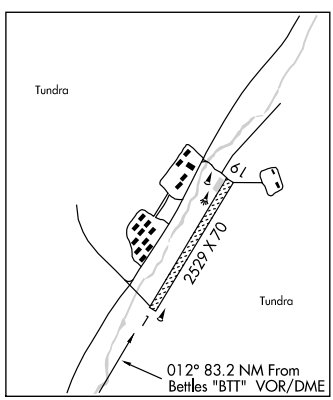
P 3222 25(GVL) 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Bear on and invof rwy. Arpt lctd in mountain valley high terrain in all quads causing turbulent winds. Grass growing in rwy edges.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **CHANDALAR LAKE** (WCR) (PALR) 0 N N67°30.27′ W148°28.99′ UTC−9(−8DT) **FAIRBANKS**
P 1920 30(GVL) 04–22 **L–4J**

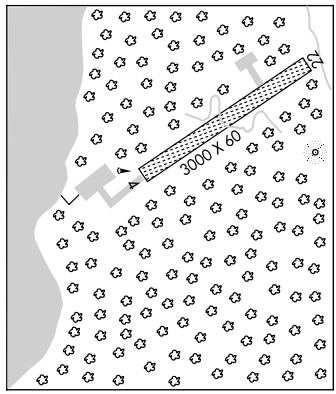
AIRPORT REMARKS —Unattended. No winter maintenance, ski equipped acft only. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 04 and Rwy 22 NSTD markings, thlds marked with reflective boards, no edge markers. Rwy 04–22 slopes down hill 4% from N to S.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM WCR)

RADIO AIDS TO NAVIGATION

NDB(HW) 263 CQR N67°30.14′ W148°28.16′ At Fld.1875/22E. Unmonitored.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



CHANDALAR SHELF (See CHANDALAR CAMP)

CHAPMAN YT (CEZ2) 0 W N64°54.00′ W138°16.00′ UTC−8(−7DT) **DAWSON**
YUKON GOV'T 3100 30(GVL) 15–33 **L–4K**

AIRPORT REMARKS —Limited maint.

COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYXY)

RADIO/NAV/WEATHER REMARKS —LD call to Whitehorse FSS dial 867–667–8427.

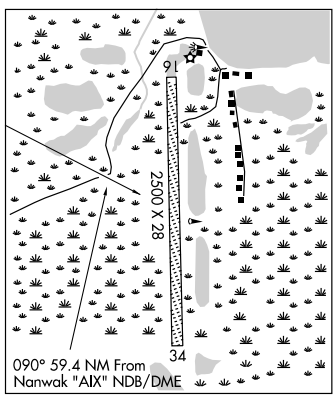
§ **CHEFORNAK** (CFK) (PACK) 0 W N60°08.95′ W164°17.14′ UTC−9(−8DT) **BETHEL**
P 40 B 25(GVL) 16–34

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Be Alert: Rwy 16–34 sfc rough. Center not crowned, frost heaves, large puddles and ruts. Village along east side of rwy and within 250′. Rwy used as motor vehicle road. Windsock may be unreliable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM MYU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **CHEHALIS–CENTRALIA** WA (CLS) (KCLS) 1 W N46°40.62′ W122°58.97′ UTC−8(−7DT) **SEATTLE**
P 176 BL4, 9①, 10②, 12③ H50(CON) 16–34 S–30, D–30, 2D–85 **H–1D, 1E**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) LPOX RB only **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1500–0100Z‡. Fuel avbl 24 hrs by credit card only. No debit cards. Possible wildlife on rwys. Rwy 16 rgt tfc. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF.①Rwy 34, TCH 35′. GS 4.5°.②Rwy 16, Rwy 34. ③Rwy 16, TCH 51′. GS 4.0°.

WEATHER DATA SOURCES—(AWOS–3 118.025 360–740–5164)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)

Ⓡ **SEATTLE APP CON**—377.15 121.1

SEATTLE CENTER DEP CON—317.6 124.2

RADIO AIDS TO NAVIGATION

OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ 172° 18.0 NM to fld. 200/19E. **HIWAS.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

CHENA N64°50.32′ W147°29.71′ **FAIRBANKS**
NDB(ABH) 257 CUN 247° 3.1 NM to Ladd AAF. 587/21E. **TWEB.** **H–1B, L–3A, 3D, 4J**

CHENA HOT SPRINGS (AK13) 0 E N65°03.11′ W146°02.85′ UTC−9(−8DT) **FAIRBANKS**
PVT 1195 30(GVL) 08–26 **L–3B, 4J**

AIRPORT REMARKS —Unattended. PPR call 907–451–8104 extn 1909 or 1905. Be alert strong crosswinds. Rwy not maintained and condition not monitored. Loose 3″ rocks on sfc and some 12″ ruts along rwy. Windsock may be unreliable. Recommend visual inspection prior to use. Rapidly rising terrain all quadrants surrounding arpt. Animals and machinery on rwy. Ultralights prohibited, arpt not for commercial use; no hunting and no passenger pickup or drop–off allowed. Rwy 08–26 slopes downhill 3% from E to W. Rwy 08 thlds marked with orange cones. Rwy 08–26 ends marked with orange panels.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)

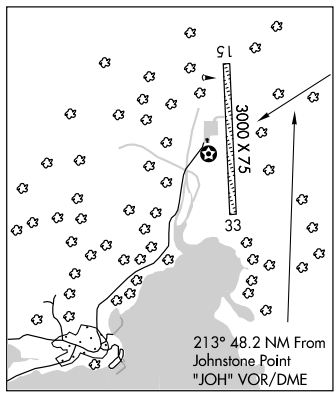
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **CHENEGA BAY** (CØ5) (PFCB) 1 NE N60°04.64′ W147°59.51′ UTC−9(−8DT) **SEWARD**
72 BL4 30(GVL) 15–33 **L–1A, 3D, 4G**

AIRPORT REMARKS —Unattended. Rapidly rising terrain in north, east and west quads. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. Rwy 15–33 shoulders and safety areas soft when wet. Water ponds in safety areas at both ends. Rwy 15–33 marked with reflective cones. ACTIVATE MIRL Rwy 15–33 and rotating bcn.—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



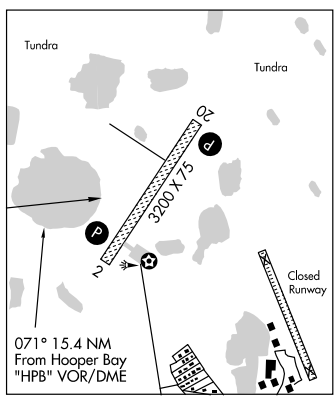
§ **CHEVAK** (VAK) (PAVA) 1 N N61°32.45′ W165°35.05′ UTC−9(−8DT) **BETHEL**
P 75 BL4, 10①, 12② 32(GVL) 02–20 **L–3B**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02 slope 0.4% up NE. Strong crosswinds at this locations. Rwy 02–20 used as road. First 200′ of Rwy 02 rough. Wind indicator may be unreliable. Nonstandard white flashing Rot bcn. ACTIVATE MIRL Rwy 02–20, and rotating bcn—122.8. ACTIVATE REIL and PAPI Rwy 02 and Rwy 20—CTAF. ①Rwy 02, Rwy 20. Rwy 02 GA 3.0°. Rwy 20 GA 3.0°.

WEATHER DATA SOURCES—(AWOS–3 120.625 907–858–7600) (WX CAM).

COMMUNICATIONS—(CTAF 123.0) (UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM VAK)
ANCHORAGE CENTER APP/DEP CON —124.5

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **CHICKEN** (CKX) 0 SW N64°04.28′ W141°57.14′ UTC−9(−8DT) **DAWSON**

P 1640 25 (GVL) 13–31

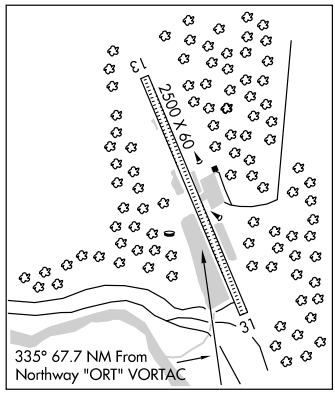
FUEL–(NC–MOGAS)

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Waterfowl on and invof rwy during summer. Expect turbulence during apch on windy days. Rwy 13 and Rwy 31 thlds marked with thld panels and cones. Rwy 13–31 dips in center and slopes upwards to both ends. Snow removal ops dur winter, monitor CTAF.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)

SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHIGNIK

§ **CHIGNIK** (AJC) (PAJC) 2 NE N56°18.69′ W158°22.40′ UTC−9(−8DT) **KODIAK**

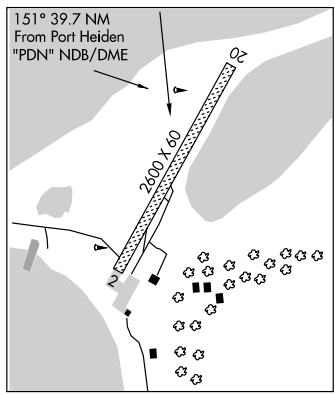
P 18 26(GVL) 02–20

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to use. Seabirds on and in vicinity of arpt. Mtns SW of arpt create fqt severe turb. Seaplane operating area in lake east of arpt. Rwy 02–20 marked with orange reflective cones.

WEATHER DATA SOURCES—(AWOS–3 135.75 907–749–2402) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM AJC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **CHIGNIK BAY SEAPLANE** (Z78) 0 N N56°17.74′ W158°24.09′ UTC−9(−8DT) **KODIAK**

00 –100 NE–SW E–W

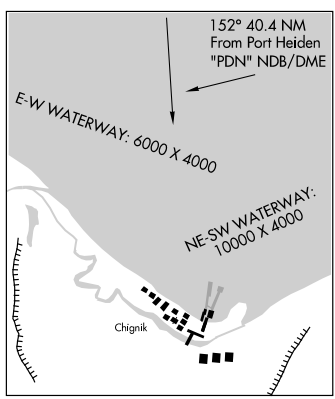
FUEL—(NC–80)

SEAPLANE REMARKS —Unattended. Beach used for acft pull–up.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM AJC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **CHIGNIK LAGOON** (KCL) 0 SW N56°18.66′ W158°32.06′ UTC−9(−8DT) **KODIAK**

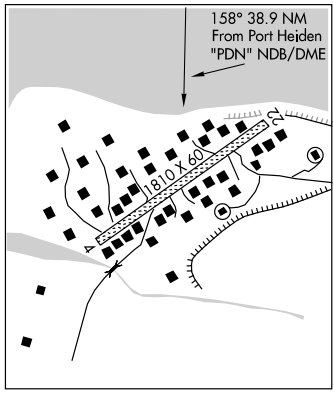
P 25 18(GVL–DIRT) 04–22

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Seabirds on and in vicinity of arpt. Loose rocks on rwy sfc up to 6″. Rwy located in middle of community in close proximity to houses, vehicles, children—no safety area. Rwy 04–22 vehicle and pedestrian traffic use rwy. Rwy 04–22 sfc contains numerous rocks and puddles. Several roads and trails cross Rwy 04–22. Rwy 22 sheer cliff 1400′ from thld 300′ left. Rwy 04 and Rwy 22 marked with orange reflective cones. Rwy 22 rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM AJC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



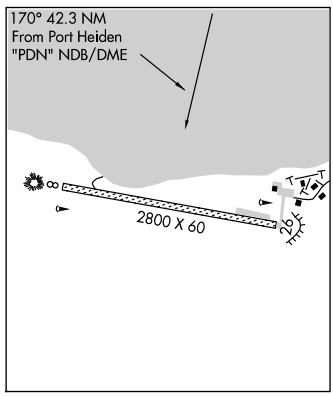
§ **CHIGNIK LAKE** (A79) 0 SW N56°15.30′ W158°46.52′ UTC−9(−8DT) **KODIAK**

P 50 28(GVL) 08–26

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. Rwy safety areas rough, rutted, and uneven. Hill S of Rwy 08–26 150′ high, runs parallel to rwy. Rwy 08–26 rutted and uneven surface entire length, loose rocks up to 4″ on surface. Rwy 08–26 brush 7′–10′ along entire rwy length.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM AJC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



CHINOOK N58°44.23′ W156°46.70′ **KODIAK**

NDB(H–SAB/LOM) 355 AUB 116° 5.4 NM to King Salmon. /16E. **TWEB.** **H–1B, 2J, L–2J, 3C**

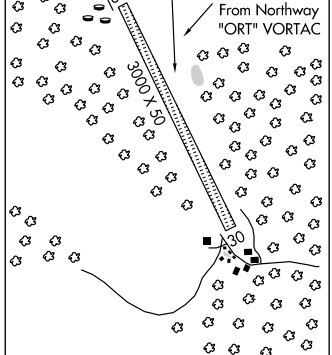
§ **CHISANA** (CZN) 0 N N62°04.27′ W142°02.90′ UTC−9(−8DT) **ANCHORAGE**

P 3318 30(TURF—GVL) 12–30 **L–1A, 3E**

AIRPORT REMARKS —Unattended. Rwy condition unmonitored, recommend visual inspection prior to landing. Rwy has loose rocks up to 5 in. Vehicle trail on west side of rwy. Arpt active for hunting Aug to mid Sep. Skis only winter. Rwy 12—30 not maint. Rwy 12 and Rwy 30 thlds and rwy edges marked with cones.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Fairbanks FSS dial 1–866–248–6516.

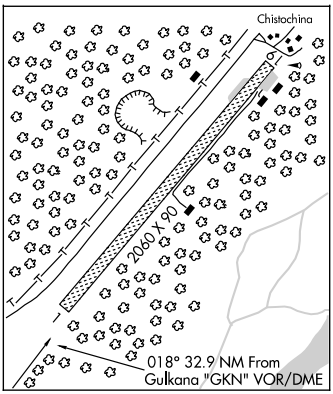


§ **CHISTOCHINA** (CZO) 0 SW N62°33.81′ W144°40.13′ UTC−9(−8DT) **ANCHORAGE**
1850 20(TURF–GVL) 01–19

AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Turf and weed growth up to 6 inches or more during summer months. Soft spot 200′ from apch end of Rwy 01. Trees 220′ from thld and powerline crosses paralleling road 450′ from Rwy 19 thld. Rwy 01 and Rwy 09 thlds mraked with panels. Panels faded and buried in brush.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

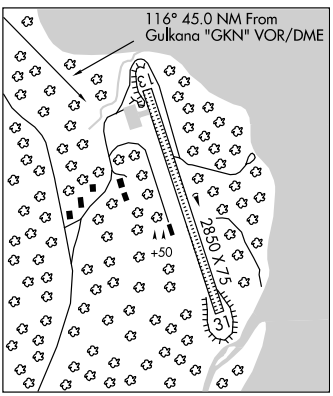


§ **CHITINA** (CXC) 4 N N61°34.97′ W144°25.63′ UTC−9(−8DT) **ANCHORAGE**
P 556 28(GRVL–DIRT) 13–31

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Shoulders slope off each side of rwy. 20′ gravel ridge on west side of rwy. 30′ gvl ridge 80′ from rwy edge on E side of Rwy 13–31. Rwy 31 slopes downhill, no line of sight btn rwy ends. Rwy 13 and Rwy 31 NSTD markings, thld and edge marked with reflective cones. Rwy 31 rgt tfc.

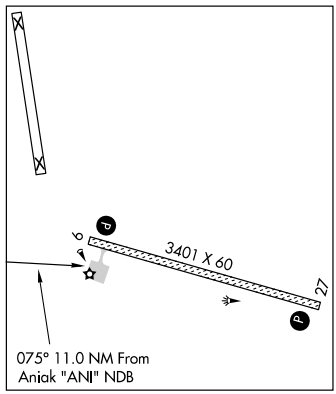
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



CHRISTIANSEN LAKE (See TALKEETNA)

§ **CHUATHBALUK** (9A3)(PACH) 1 NE N61°34.74′ W159°12.94′ UTC−9(−8DT) McGRATH
P 244 BL10①, 12② 34(GVL) 09–27 L–3C
AIRPORT REMARKS —Unattended. Rwy condition not monitored recommend visual inspection prior to use. Rwy slopes downhill 1.52%. Rwy 09 trees along each side of rwy and in the apch. Rwy 09–27 twys and ramps have dips and ruts. ACTIVATE MIRL Rwy 09–27, REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF. ①Rwy 9 & Rwy 27 ②Rwy 09, TCH 26′. GS 3.0°. Rwy 27, TCH 25′. GS 3.0°. IAP
WEATHER DATA SOURCES —(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANI)
ANCHORAGE CENTER APP/DEP CON—251.05 118.15
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

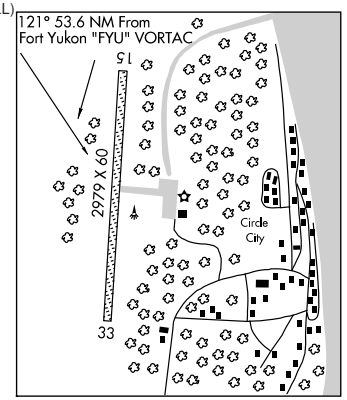


CHUGIAK

HILLTOP (AK24) 3 N N61°25.09′ W149°26.34′ UTC−9(−8DT) ANCHORAGE
PVT 420 14(TURF) 03–21
AIRPORT REMARKS —Unattended. Rwy 03–21 narrow with bldgs, trees and activity close to the rwy. Rwy not maintained. Visually inspect prior to lndg.
COMMUNICATIONS—(UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

CIRCLE

§ **CIRCLE CITY (NEW)** (CRC)(PACR) 0 W N65°49.68′ W144°04.57′ UTC−9(−8DT) DAWSON
P 613 BL4 30(GVL) 15–33 **FUEL** —(NC–100LL)
AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter–monitor CTAF. Rwy 15–33 edges overgrown—grass 4 to 6″. Gravel berms up to 1′ high near lgts and rwy ends. Rwy 15–33 thlds marked with reflective panels. 100LL avbl off of arpt. Ctc 122.9 for details. Segmented circle overgrown. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

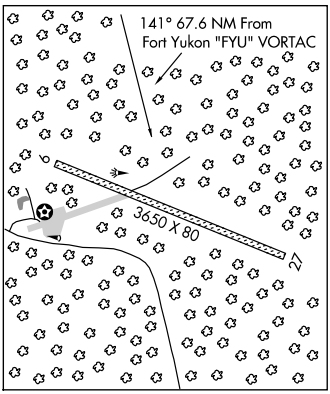


§ **CIRCLE HOT SPRINGS** (CHP) 1 E N65°29.13′ W144°36.65′ UTC−9(−8DT) DAWSON
P 956 BL4 36(GVL) 09–27 L–4J

AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Snow removal dur win. Rwy 09–27 12″ grass along rwy. Retardant acft may be operating from arpt in summer. ACTIVATE MIRL Rwy 09–27 and Rotating Beacon—CTAF.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CLAM COVE N55°20.72′ W131°41.78′ KETCHIKAN
NDB(HW) 396 CMJ At Ketchikan Intl. 15/21E. L–1C
NDB unusable byd 15 NM.

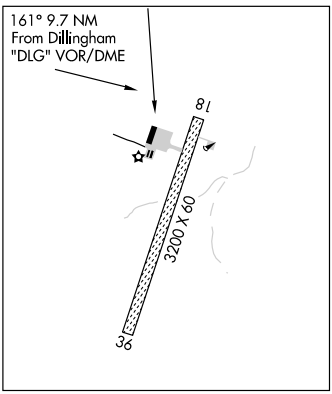
§ **CLARKS POINT** (CLP) (PFCL) 0 N N58°50.02′ W158°31.76′ UTC−9(−8DT) KODIAK
P 80 BL4 32(GVL) 18–36 L–2J, 3C
IAP

AIRPORT REMARKS —Unattended. Birds on and invof rwy. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 18–36 MIRL OTS indef. Rwy 18 and Rwy 36 NSTD markings, rwy edges and thlds marked with reflective cones. ACTIVATE MIRL Rwy 18–36—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–OT CTC KENAI ENA–NOTAM DLG)
ANCHORAGE CENTER APP/DEP CON—282.35 132.75

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



CLEAR

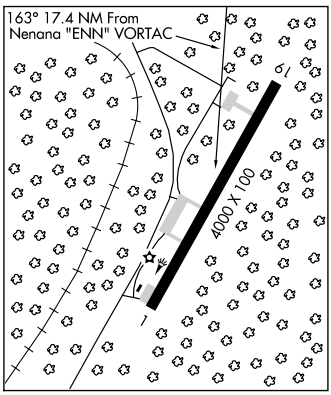
§ **CLEAR** (Z84) (PACL) 3 SE N64°18.07′ W149°07.21′ UTC−9(−8DT) **FAIRBANKS**
P 552 BL4 H40(ASP) 01–19 **H–1B, 2K, L–3A, 3D, 4J**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Be Alert: avoid restricted area located 1 NM west of arpt and PVT airfield located 3 NM SW. 253′ AGL antenna 4000′ east of arpt. Rwy 01–19 safety area, 300′ overrun at each end. Rwy soft when wet. Private afld located 3 NM SW. NSTD tfc pattern Rwy 01. Check FLIP chart for restricted area located 1 NM W of arpt. Rwy 01–19 several lgts out along rwy edges. Rwy 01–19 marked with thld markers. ACTIVATE MIRL Rwy 01–19—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



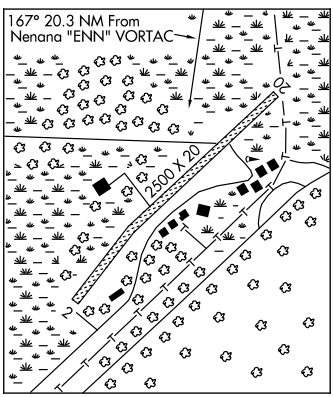
§ **CLEAR SKY LODGE** (CLF) 4 S N64°15.42′ W149°11.18′ UTC−9(−8DT) **FAIRBANKS**
650 25(TURF–DIRT) 02–20

AIRPORT REMARKS —Unattended. Rwy suitable for conventional gear acft only. Lodge 600′ E of rwy. Rwy has 10° dogleg. Rwy not maintained with 8″ ruts, recommend calling lodge owner to determine current condition prior to flight. Rwy 02–20 rutted from vehicle tfc. Rwy 02–20 dips and 8″ deep ruts along entire length of rwy. Reflective marks on rwy. First 900′ Rwy 20 has 6′ to 10′ wide gvl surface balance is turf and brush stubs. 70′ wide clear path thru trees. Usuable width variable 6′ to 20′ due to brush encroachment, brush stubs, and ruts. Gvl soft and may be unusable during spring thaw and when wet. Dirt portion unusable when wet/thaw.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



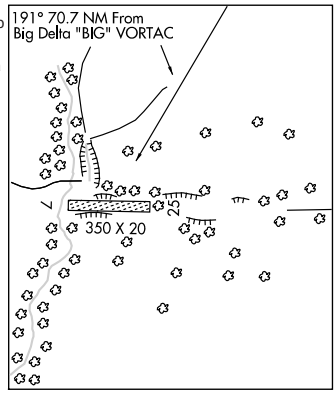
CLEAR CREEK (See FAIRBANKS/FT WAINWRIGHT)

§ **CLEARWATER** (Z86) 0 S N63°01.61′ W147°10.72′ UTC−9(−8DT) **ANCHORAGE**
2900 3(GVL–DIRT) 07–25

AIRPORT REMARKS —Unattended. Rwy surface totally overgrown with trees up to 15′ tall. Unsuitable for aircraft operations. Brush and trees to 5′ across width of rwy at a pt 350′ fr Rwy 07 thld. Rwy used as a road. Barrel, rockpile and debris at center of rwy 50′ fr Rwy 25 thld. Rwy 07–25 soft and irregular, rocks to 6″ on rwy scattered brush and trees to 5′ throughout rwy.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA—NOTAM PXK).
SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



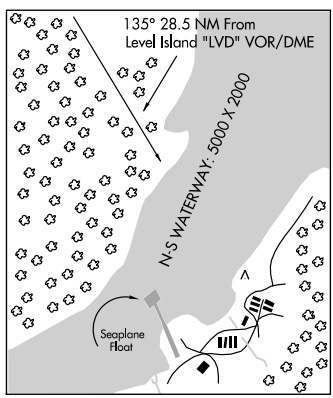
COAL CREEK (See YUKON CHARLEY RIVERS)

§ **COFFMAN COVE SEAPLANE** (KCC) 0 W N56°00.89′ W132°50.04′ UTC−9(−8DT) **JUNEAU**
00 –50 N–S

SEAPLANE REMARKS —Unattended. Rwy N–S narrow channel at low tide.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

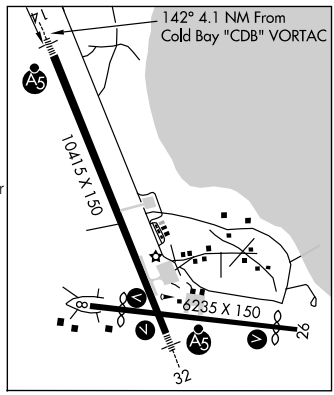
RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.



COGHLAN ISLAND N58°21.56′ W134°41.97′ **JUNEAU**
NDB(HWZ) 212 CGL 071° 3.9 NM to Juneau Intl. /23E. **L–1B, 1C**
NDB unusable:
270°–324° byd 35 NM
325°–050° byd 30 NM
220°–270° byd 24 NM blw 13000′

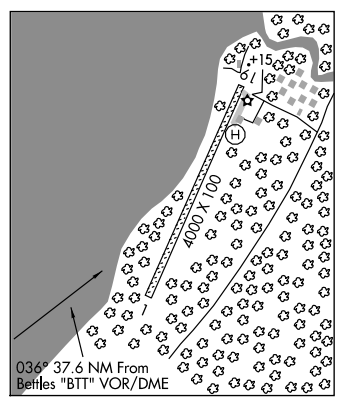
COLD BAY FSS —123.6 122.2 (V) (1700–0300Z‡ OT CTC KENAI FSS)
KING COVE RCO —122.25 (Oprs 1700–0300Z‡ OT ctc KENAI FSS)
NELSON LAGOON RCO —122.4 (Oprs 1700–0300Z‡ OT ctc KENAI FSS)
SAND POINT RCO —122.3 (Oprs 1700–0300Z‡ OT ctc KENAI FSS)
UNALASKA RCO —122.6 (Oprs 1700–0300Z‡ OT ctc KENAI FSS)

§ **COLD BAY** (CDB) (PACD) 0 N N55°12.31′ W162°43.47′ (LRA) UTC−9(−8DT) **COLD BAY**
P 102 BL, *5, 6, 9① H104(ASP–GRVD) 14–32 S–99, D–200, 2D–345, 2D/2D2–875, **H–2J, L–2I**
08–26② S–99, D–131, 2D–345 **IAP, DIAP, AD**
SERVICE—S2 **FUEL** —(NC–100, A)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6235 TODA–6235 ASDA–5235 LDA–4235
RWY 26: TORA–6235 TODA–6235 ASDA–5235 LDA–4235
AIRPORT REMARKS —Attended May–Sep 1700–0300Z‡, Oct–Apr 1530–0300Z‡. Class I, ARFF Index B. Index may be reduced for acft less than 90′. Large birds near approach ends all rwys. Snow and ice removal and arpt hazard reporting only performed during duty hrs unless by prior arrangement in writing with arpt manager. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager Box 97 Cold Bay, AK 99571. Personnel and equipment may be working on the rwy at any time. Twr 4.8 NM NW of arpt unlgtd. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 14 RVR touchdown avbl. Brakelock turns not allowed on rwys. Rwy 08 slope 0.3% up E. No customs avbl, written permission required for refueling stops 24–48 hours in advance if arriving from a foreign country, FAX 907–271–2684 or 907–271–2686. ACTIVATE HIRL Rwy 08–26 and Rwy 14–32, MALSR Rwy 14 and Rwy 32 and VASI Rwy 08, Rwy 26 and Rwy 32—CTAF. Rotating bcn opr 0300–1700Z‡. Rwy 32 rgt traffic. Rwy 26 rgt traffic. Fuel svc charge after hrs. Airframe repairs: Maintenance duty hrs May 1–Sept 30 Sun thru Sat 1600–0300Z‡, Oct 1–Apr 30 1430–0300Z‡. VASI Rwy 08 line of sight offset 5° N. ①Rwy 08: VASI—GA 3.0° TCH 32′ ; Rwy 26: VASI—GA 3.0° TCH 32′; Rwy 32: VASI—GA 3.0° TCH 45′. ②Rwy 08 thld dsplcd 1000′, Rwy 26 thld dsplcd 1000′.



WEATHER DATA SOURCES—(ASOS 135.75 907–532–2639) (WX CAM).
COMMUNICATIONS—(CTAF 123.6)(TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM CDB OT CTC KENAI ENA)
RCO—123.6 **(V)** (KENAI FSS) Oprs hrs Cold Bay FSS clsd.
RADIO —123.6 **(V)** (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —278.3 118.5
RADIO AIDS TO NAVIGATION
(H)VORTAC 112.6 CDB Chan 73 N55°16.04′ W162°46.46′ 141° 4.1 NM to Fld.97/14E.
VORTAC unusable:
063°–113° byd 30 NM blw 9,000′ 164°–183° byd 25 NM blw 14,000′
113°–118° byd 30 NM blw 5,500′
TACAN azimuth unusable: 090°–105°.
ELFEE NDB (HW) 341 ELF N55°17.76′ W162°47.34′ 144° 5.9 NM to Fld.36/14E.
VHF/DF—ctc COLD BAY FSS
ILS/DME 110.3 I–CDB Rwy 14. ILS BC unusable within 6.2 DME. ILS BC unusable byd 20° left of course.
RADIO/NAV/WEATHER REMARKS —For a LC to Cold Bay FSS dial 532–2454. For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Telephone 532–2448 for WSO.

§ **COLDFOOT** (CXF) (PACX) 0 WSW N67°15.13′ W150°12.23′ UTC−9(−8DT) **FAIRBANKS**
P 1042 BL4 40(GVL) 01–19 **H–1A, L–4J**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 01 slope 0.3% up NE. ACTIVATE MIRL Rwy 01–19 and twy lgts—CTAF. **IAP**
COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RCO —122.0 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —352.0 124.6
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



COLUMBIA GORGE REGIONAL/THE DALLES MUNI (See THE DALLES)

COMOX

COMOX BC (CYQQ) 2.5 NNE N49°42.65′ W124°53.20′ (AOE) UTC−8(−7DT) **H–1D, 1E, L–1E**

DND 84 BL5, 6,7, 8, 10, 12② H100(CON) 12–30 S–65, D–155, 2S–192, 2D–240, 18–36

JASU —CE 12, 13, 15, 16, CA 2, CEA 1, MC–11.

FUEL —J4 SP LHOX LOX

A—GEAR

Rwy 11 AAE 44B–3H ① _____ AAE 44B–3H Rwy 29
(1498′) (1698′)

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 30	18–36	7450
RWY 36	12–30	3150

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–10000	TODA–11000	ASDA–10000	LDA–10000
RWY 18:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 30:	TORA–10000	TODA–11000	ASDA–10000	LDA–10000
RWY 36:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

AIRPORT REMARKS —CAUTION—Rwy 18–36 rise at intersection of Rwy 12–30 approximately 5″ over 100′. Parachuting at arpt fr 12,500′ MSL monitor ATIS freq 118.6 for information. High pressure refueling. ARFF svc avbl. Tfc pattern conventional acft 1000′ MSL; jet acft 1500′. In VFR conditions all IFR and VFR acft on overshoot or departure, not to exceed 1100′ ASL until departure end of rwy in use. Transient svc avbl Mon–Fri 1500–0600Z‡ except hols, OT by special arrangement. All civilian reg acft PPR at all times except MEDEVAC. Base OPS 250–339–8231. For MEDEVAC call civ ops manager 250–207–1658. Limited overnight parking on civil ramp. Customs avbl thru 1–888–CANPASS from 1630–0030Z (DT 1530–2330Z) Mon to Fri. Rwys 30 and 36 rgt tfc. ①Canadian designation. ②Rwy 30, TCH 55′. GS 3.0°. Rwy 12, TCH 61′. GS 3.0°.

COMMUNICATIONS—(ATIS 282.2 118.6 (TIE–IN FSS CAMPBELL RIVER CYBL 1330–0530Z‡–NOTAM CYQQ)

Ⓡ **APP CON** —384.5X 378.5X 342.9X 335.9X 289.4X 227.6 134.1X 128.1X 123.7.

TERMINAL CONTROL —227.6 123.7

TOWER —358.1 236.6 126.2 **(E)** **GND CON** —250.3 119.75

DEP CON —227.6 123.7

A/G —442 Sqn —Call Snake Ops 363.0 135.9 407 Sqn—Call Demon Ops 308.6 414 Sqn–Call Knight Ops 278.4 Base Ops 316.5

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 41 UQQ (110.4) N49°42.75′ W124°53.67′ At Fld./19E TACAN maint first Thursday of month 1600–2000Z‡ during VFR.

NDB(H) 400 QQ N49°45.23′ W124°57.48′ 114° 3.8 NM to Fld./19E.

ILS 111.7 I–IQQ Rwy 12.

RADIO/NAV/WEATHER REMARKS —Wx bcst H + 17 and 47. LD call to Campbell River FSS dial (250) 923–3942. Calls are automatically transferred to Port Hardy FSS when Campbell River FSS is closed.

COMOX SEAPLANE BC (CCX6) 0 SW N49°40.00′ W124°55.00′ UTC−8(−7DT)

MOT 00 –158 1(MB)

SEAPLANE REMARKS —Main harbor subject to rough water. Tidal range 13′, depth 10′ min. Mud bottom. Beaches.

COMMUNICATIONS—(CTAF 123.5) (TIE–IN FSS CAMPBELL RIVER CYBL 1330–0530Z‡ OT CTC PORT HARDY CYZT)

TOWER —126.2

RADIO AIDS TO NAVIGATION

NDB (H) 400 QQ N49°45.23′ W124°57.48′ 110° 5.5 NM to Fld./21E.

RADIO/NAV/WEATHER REMARKS —Monitor 126.2 (Comox Tower) til blw 800′ AGL and over Comox Harbour then bcst intentions on 123.5 (CTAF Courtenay Airpark 3NM NW).

COOPER LANDING

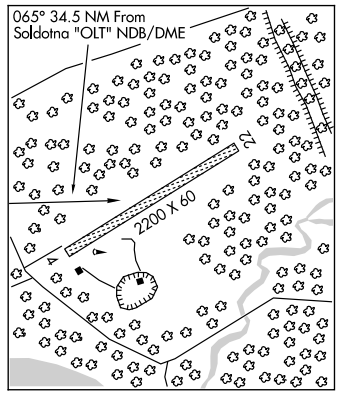
§ **QUARTZ CREEK** (JLA) 3 W N60°28.96′ W149°43.13′ UTC−9(−8DT) **ANCHORAGE**

P 450 22(GVL) 04–22

AIRPORT REMARKS —Unattended. State maintenance on irregular basis, recommend visual inspection prior to landing. Mountain located 2 SM from approach Rwy 04. Rwy 04–22 edges not marked. Rwy 04–22 marked with reflective thld panels. Loose 2 inch rocks on surface and some 3 inch deep rutting along rwy. Safety area 2750′ by 170′; 1′ deep ruts in safety area north of Rwy 22 thld. Windsock is below treeline and may be unreliable.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



COPPER CENTER

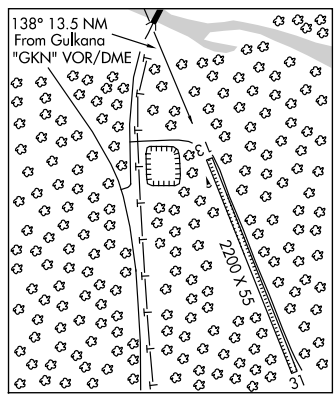
§ **COPPER CENTER 2** (Z93) 1 S N61°56.47′ W145°17.64′ UTC−9(−8DT) **ANCHORAGE**

P 1150 22(GVL) 13–31

AIRPORT REMARKS —Unattended. Road runs parallel to rwy 2′ from E edge. Road crosses 405′ from Rwy 13 thld. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. No win main. Rwy soft dur breakup. Rwy 13–31 safety area 600′ S end, 325′ N end. Rwy 13 and Rwy 31 thlds and rwy edges marked with cones.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



CORDOVA

§ **CORDOVA MUNI** (CKU) 1 E N60°32.63′ W145°43.60′ UTC−9(−8DT) **ANCHORAGE**

P 12 18 (GVL) 06–24

SERVICE—S4 **FUEL** —(NC–100)

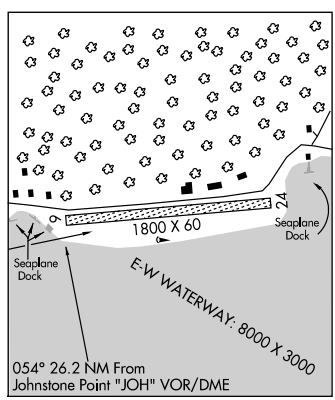
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Birds invof arpt during summer months. Snow removal on irregular basis. Steep ridge and hill along N edge; strong E winds; rwy subject to strong downdrafts; birds roost on S side; mountains 3 miles from approach end of Rwy 24. Seaplane operates in approach to Rwy 24. Rwy 06–24 marked with reflective cones. Rwy edge cones removed for winter 15 Oct thru 1 May. Rwy 06 rgt tfc.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

RCO —123.6 122.2 **(E)** (JUNEAU FSS)

MOUNT EYAK RCO —122.5 (JUNEAU FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **CORDOVA MUNI SEAPLANE** (CKU) 1 E N60°32.63′ W145°43.60′ UTC−9(−8DT) **ANCHORAGE**

P 5 –80 09–27

SERVICE —S4

SEAPLANE REMARKS —Unattended. No public seaplane dock. Public seaplane facilities at small boat harbor. Freeze up in winter; Tidewater remains open. Operates in Eyak Lake.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

RCO —123.6 122.2 **(E)** (JUNEAU FSS)

MOUNT EYAK RCO —122.5 (JUNEAU FSS)

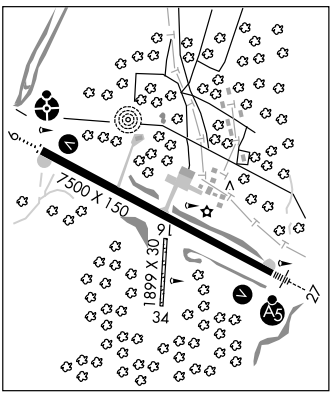
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **MERLE K (MUDHOLE) SMITH** (CDV) (PACV) 11 SE N60°29.51′ W145°28.65′ UTC−9(−8DT) **ANCHORAGE**

P 54 BL 5, 6①, 9② H75(ASP–GRVD) 09–27 16–34 S–90, D–153, 2S–107, 2D–280 **H–1B, L–1A, 3E, 4H**

A—GEAR **IAP**

Rwy 27: EMAS



AIRPORT REMARKS —Attended 1600–0230Z‡. Class I, ARFF Index B. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Arpt Manager Box 598, Cordova, AK 99574. Arpt maint duty hrs 1500–0130Z‡. Rwy 34 slope 0.9% up N. Snow removal/ice removal and arpt hazardous reporting only performed during duty hrs unless by prior arrangement in writing with management. ARFF equipment staffed during periods of air carrier ops only. Erratic winds. Moose occasionally on or near rwy. Large flocks of migratory birds in vicinity during season. No snow removal or deicing preformed between 0200–1700Z‡ daily, Rwy 16–34 marked by 36 inch orange cones. Rwy 09 rgt tfc. Rwy condition reports will reflect day operations only. Rwy 16–34 thld and side markings removed in winter. Twy D limited to 12,500 lbs. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE HIRL Rwy 09–27, MALSR Rwy 27, ODALS Rwy 09, and VASI Rwys 09 and 27—CTAF. MALSR Rwy 27. Rwy 09 ODALS. ①Rwy 09–27 ②Rwy 09, TCH 41′ GS 3.0°. Rwy 27 TCH 58′ GS 3.0°.

WEATHER DATA SOURCES —(ASOS 134.8 907–424–5900)

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

CORDOVA RCO —123.6 122.2 **(E)** (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON —269.4 133.6 119.3

RADIO AIDS TO NAVIGATION

GLACIER RIVER NDB(HW) 404 GCR N60°29.93′ W145°28.47′ At Fld.55/22E.

ORCA BAY NDB(HW) 233 ALJ N60°28.79′ W146°35.25′ 065° 33.0 NM to fld.

VHF/DF—contact JUNEAU FSS. Lctd at N60°29.55′ W145°25.55′.

VHF/DF unusable:

035°–090° byd 25 NM blw 13000′

090°–105° byd 40 NM blw 5000′

215°–240° byd 40 NM blw 5000′

240°–265° byd 40 NM blw 12000′

265°–035° blw 13,000′

ILS/DME 110.7 I–CDV Chan 44 Rwy 27. Class IE. Localizer unusable byd 10° north of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Cordova weather report avbl LC 424–7614 or 122.65.

§ **CORVALLIS MUNI** OR (CVO) (KCVO) 4 SW N44°29.83′ W123°17.37′ UTC−8(−7DT) **KLAMATH FALLS**

P 250 BL4, 5, 9①, 10②, 12③ H59(ASP) 17–35 S–35, D–73, 2S–127, 2D–100 09–27④ **H–1E**

S–51, D–65, 2S–83, 2D–100 **IAP**

SERVICE—S4 **FUEL**—(NC–100LL, JET A) LHOX and RB–HIGH

AIRPORT REMARKS — Attended 1600Z‡–dusk. Migratory waterfowl and other birds on and in the vicinity of arpt. TPA 1050′ MSL 800′ AGL. Heavy–lift helicopter activity on and invof arpt, be aware of possible rotor tip vortices. ACTIVATE MALSR Rwy 17 and MIRL Rwy 09–27 and REIL Rwy 35—CTAF. ①Rwy 17, TCH 50′. GS 3.0°. Rwy 35, TCH 51′. GS 3.0°. ②Rwy 35. ③Rwy 27 TCH 25′ GS 3.0°. ④Rwy 27 thld dsplcd 199′.

WEATHER DATA SOURCES —(AWOS–3 135.775 541–754–0081)

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS MCMINNVILLE MMV–NOTAM CVO)

Ⓡ **CASCADE APP/DEP CON**—348.7 127.5 (1400–0730Z‡)

Ⓡ **SEATTLE CENTER APP/DEP CON**—291.7 125.8 (0730–1400Z‡)

RADIO AIDS TO NAVIGATION

(H) VORW/DME 115.4 CVO Chan 101 N44°29.98′ W123°17.62′ at fld. 241/18E.

LEWISBURG NDB (MHW) 225 LWG N44°36.82′ W123°16.24′ 169° 7.0 NM to fld.

ILS 111.9 I–CVO Rwy 17. Class IT.

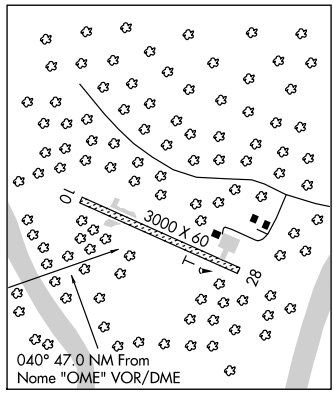
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **COUNCIL** (K29) 1 N N64°53.87′ W163°42.21′ UTC−9(−8DT) **NOME**
P 85 30(GVL) 10–28 **L–3A, 3C, 4H**

AIRPORT REMARKS —Unattended. Rwy cond not monitored, recommend visual inspection prior to landing. Rwy not maintained during winter. Rwy 10–28 marked with faded thld panels.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



COUPEVILLE NOLF WA (NRA) (KNRA) 3 SE N48°11.49′ W122°37.88′ UTC−8(−7DT) **SEATTLE**
N 199 *L4 H54(CON) 14–32 S–46, D–75, 2S–95, 2D–215 **H–1D, 1E, L–1E**

A—GEAR

Rwy 14 →E5–3 (2185′) ——— E5–3 ← Rwy 32 (2185′)

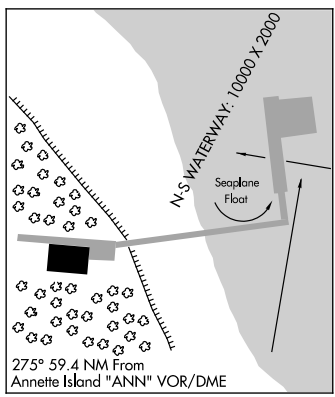
AIRPORT REMARKS —OLF to NAS Whidbey Island, extensive night and day FCLP by high performance jet acft. Crash, fire and A—GEAR avbl during scheduled operations. PPR thru Commander Fleet Air Whidbey (COMFAIR WHIDBEY) Carrier deck lights only operating during scheduled night FCLP.

§ **CRAIG SEAPLANE** (CGA) 0 N N55°28.73′ W133°08.87′ UTC−9(−8DT) **KETCHIKAN**
P 00 –100 N–S

SEAPLANE REMARKS —Attended daylight hrs. Dock. Boats may be tied to SPB dock/float ramp. Terminal bldg at top of ramp.

COMMUNICATIONS—(CTAF 120.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.



§ **CROOKED CREEK** (CJX) 2 S N61°52.07′ W158°08.10′ UTC−9(−8DT) **McGRATH**

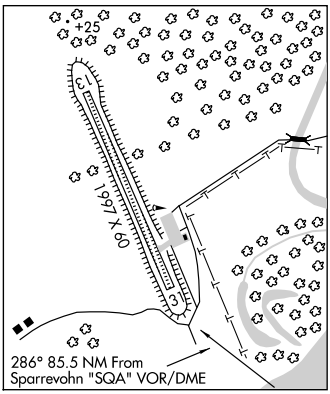
P 178 20(GVL–EARTH) 13–31

FUEL —(NC–MOGAS)

AIRPORT REMARKS —Unattended. Rwy 31, first 100′ CLOSED indefinitely. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 13–31 sfc has many frost heaves/dips and very bumpy. Some rocks on rwy greater than 2″ in diameter. Rwy 13–31 marked with reflective cones and thld panels, some cones and thld panels damaged and missing. Rwy 13–31 slopes up to center–1.0% grade. No line of sight btn rwy ends.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA—NOTAM ANI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



CULTUS BC N49°01.27′ W122°02.98′ **SEATTLE**

NDB(HW) 214 LU 252° 12.2 NM to Abbotsford./19E. **L–1D, 1E**

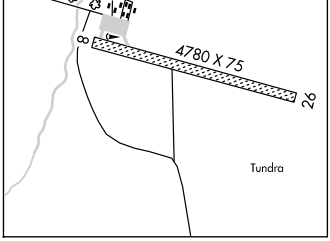
§ **DAHL CREEK** (DCK) 10 SE N66°56.60′ W156°54.28′ UTC−9(−8DT) **FAIRBANKS**

P 260 48(GVL) 08–26 **H–1A, L–4I**

AIRPORT REMARKS —Unattended. Arpt not maintained, no snow removal, rwy condition not monitored. Recommend visual inspection prior to landing. Rwy 08–26 grass growing on rwy, dip forming approximately 250′ from Rwy 26 thld and 2″ wide erosion channels developing from center line to south edge, rwy no longer maintained. Caribou may be on rwy. Rwy 08 rgt tfc. Rwy 08–26 also used as a road. Rwy 26 safety area rough and rutted and sloughing to the south. Rwy 08–26 NSTD marking, edges marked with orange reflectors and thld marked with orange reflectors and cones.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM OTZ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



DANGEROUS RIVER (See YAKUTAT)

DAWSON CITY YT (CYDA) 8 E N64°02.53′ W139°07.82′ (AOE) UTC−8(−7DT) **DAWSON**
YUKON GOV'T 1215 12 ① 50(GVL) 02–20 **H–1B, L–3E, 4K**
FUEL —(NC–100LL, A, J8)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–5006 TODA–5206 ASDA–5006 LDA–5006
RWY 20: TORA–5006 TODA–5206 ASDA–5006 LDA–5006
AIRPORT REMARKS —High ground penetrates PAPI approach slope approximately 2 NM from each threshold. Hangliding and paragliding activity near Dawson City townsite. Customs PPR ctc 867–993–5455 or 888–226–7277, May 16–Oct 31 1600–0400Z‡, Nov 1–May 15 1800–0200Z‡ Wed–Sun. Rwy 20 rgt tfc. Fuel avbl Mon–Fri 1600–0000Z‡. Call out chg may be levied for one or more svcs. Twys D and E clsd Sep 15–Mar 31. Twys B and C occasionally clsd during snow removal ops. Twy B and Twy C restricted to acft with maximum taxi weight 12,500 lb or less. ①Rwy 02, Rwy 20.
COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDA)
RADIO—122.1 (V) (Jun 1–Sep 30 1400–0400Z‡, Oct 1–May 31 1500–0000Z‡)
RCO—126.7 (WHITEHORSE FSS)
RADIO AIDS TO NAVIGATION
NDB(HW) 214 DA N64°01.73′ W139°10.08′ 025° 1.3 NM to fld./26E. Unmonitored when Dawson Radio clsd.
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF. CTAF and RCO oprs Jun 1–Sep 30 1400–0400Z (DT 1300–0300Z), Oct 1–May 31 1400–2300Z (DT 1300–2200Z).

DEADHORSE FSS –123.6(LAA) 122.2(V) (1500–0630Z‡, OT CTC FAIRBANKS FSS). VHF/DF OTS indef.
BARTER ISLAND RCO –122.0
DEADHORSE RCO –122.15
NUIQSUT RCO –122.5

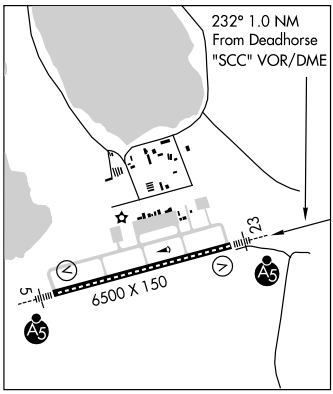
DEADHORSE

ALPINE AIRSTRIP (AK15) (PALP) 53 W N70°20.66′ W150°56.68′ UTC−9(−8DT) **POINT BARROW**
PVT 18 L4, 5, 10① 12② 50(GVL) 03–21 **H–1A, L–4J**
AIRPORT REMARKS —Attended irregularly. Rwy 03 ODALS. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03 and Rwy 21, ODALS Rwy 03 and REIL Rwy 21—122.8. ①Rwy 21 ②Rwy 03, TCH 50′. Rwy 21, TCH 50′.
WEATHER DATA SOURCES —(SAWRS)
COMMUNICATIONS—(UNICOM 122.8) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡, OT CTC FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

BADAMI (AK78) (PABP) 29 E N70°08.25′ W147°01.83′ UTC−9(−8DT) **POINT BARROW**
PVT 26 L4, 9① 51(GVL) 03–21 **H–1A, L–4J**
AIRPORT REMARKS —Unattended. Rwy 03 PVASI unusable beyond 5° left or right of Rwy 03 centerline. Rwy 21 PVASI unusable beyond 5° left or right of Rwy 21 centerline. ①Rwy 03, PVASI, TCH 50′ GA 3.0°, Rwy 21, PVASI, TCH 50′ GA 3.0°.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT CTC FAIRBANKS FSS)
RADIO/NAV/WEATHER REMARKS —For a local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **DEADHORSE** (SCC) (PASC) 0 SE N70°11.69′ W148°27.91′ UTC−9(−8DT) **POINT BARROW**
P 65 BL5, 6, 8, 9①, 11 H65(ASP) 05–23 S–108, D–200, 2D–370 **H–1A, L–4J**
FUEL —(NC–100, B, MOGAS) **IAP**

AIRPORT REMARKS —Attended 1530–0230Z‡. Migratory waterfowl in vicinity of arpt Spring through Fall. Caribou occasionally on rwy and movement areas. Snow/ice removal, hazardous conditions reporting performed and valid during duty hrs only 0600–1730 local time daily. Rwy condition reports reflect conditions during duty hrs only. Class I, ARFF Index B. CLOSED to air carrier operations with more than 30 passenger seats except with PPR in writing to Airport Manager, Pouch 340002, Prudhoe Bay, AK 99734. Rwy 05–23 1000′ rwy safety area each end of rwy. Twy F closed to aircraft 12,500 lbs and over. Rwy 05 rgt tfc. Fuel avbl on 123.0. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 23 RVR touchdown avbl. HIRL Rwy 05–23 oper low ints continuously and MALSR Rwys 05 and 23 ops continuously. To increase ints ctc Deadhorse FSS 123.6. When FSS clsd ACTIVATE HIRL Rwy 05–23 and MALSR Rwys 05 and 23—CTAF. ①Rwy 05, TCH 50′. GS 3.0°. Rwy 23, TCH 51′. GS 3.0°.



WEATHER DATA SOURCES—(ASOS 907–659–2591).
COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.0)(ATIS 118.4) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡–NOTAM SCC OT CTC FAIRBANKS FAI)
RADIO —123.6 122.2 **(V)** (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —370.9 134.4
RADIO AIDS TO NAVIGATION
(H)VORWDME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 232° 1.0 NM to Fld. 76/23E.
PUT RIVER NDB(HW) 376 PVQ N70°13.36′ W148°24.97′ 188° 2.0 NM to Fld./23E.
VHF/DF—Ctc DEADHORSE FSS. OTS indef.
ILS/DME 109.3 I–SCC Chan 30 Rwy 05. LOC back course unusable byd 20° right of course.
RADIO/NAV/WEATHER REMARKS —Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Contract wx observer is avbl when Deadhorse FSS clsd on 133.55 or phone 907–659–2401.

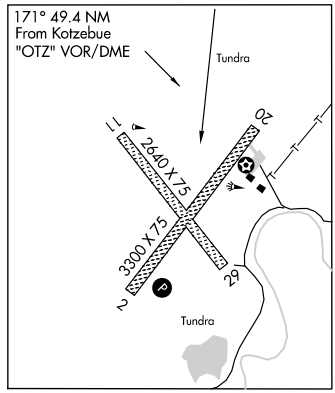
HELMERICKS (22AK) 0 N N70°25.70′ W150°24.17′ UTC−9(−8DT) **POINT BARROW**
PVT 7 25(EARTH) 03–21
AIRPORT REMARKS —Unattended. Rwy not maintained Oct–Apr. Ditches along each side of rwy. 100LL for emerg use only. Rwy 03–21 soft when wet. Ldg fee.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT CTC FAFIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

INIGOK (4AK1) 96 W N70°00.23′ W153°04.66′ UTC−9(−8DT) **POINT BARROW**
PVT 192 B5, 9①, 10 50(GVL) 02–20 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. 18′ antenna atop bldg 500′ NW of Rwy 20. ①Rwy 02, TCH 40′. GS 3.0°. Rwy 20, TCH 40′. GS 3.0°.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT ctc FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DEAD TREE BC N53°21.00′ W131°56.40′ **KETCHIKAN**
NDB(MHW) 248 ZZP 120° 7.3 NM to Sandspit. /22E. **L–1D**

DEASE LAKE BC (CYDL) 2 S N58°25.34′ W130°01.89′ UTC−8(−7DT) **H–1C**
P 2634 L4, 12② H60(ASP) 02–20①
FUEL —(NC–100LL, B)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6003 TODA–6003 ASDA–6003 LDA–6003
RWY 20: TORA–6003 TODA–6003 ASDA–6003 LDA–5601
AIRPORT REMARKS —Only pilots familiar with local terrain should use this arpt during hrs of darkness. Night ops are not recommended unless all 3 hazard bcns are operating. Rgt tfc Rwy 02. Night traffic pattern 3834 MSL (1200 AGL). Limited winter maintenance. ①Rwy 20 thld dsplcd 402′. ②Rwy 02, GS 4.0°. Rwy 20, GS 4.0°.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDL)
RCO—126.7 (WHITEHORSE FSS)
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

§ **DEERING** (DEE) (PADE) 2 SW N66°04.17′ W162°45.98′ UTC−9(−8DT) **NOME**
P 21 BL4, 10①, 12② 33(GVL) 02–20, 11–29 **L–4H**
AIRPORT REMARKS —Unattended. Musk Oxen on and invof of rwys. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 29 slope 0.4% up NW. Rwy 02–20 grass growing on rwy edges. Rwy plowed in winter. Rwy 11–29 grass growing on rwy edges. ACTIVATE MIRL Rwy 02–20 and Rwy 11–29 and REIL Rwy 02, Rwy 20, Rwy 11, Rwy 29 and PAPI Rwy 02 and Rot Bcn—CTAF. ①Rwy 02, Rwy 11, Rwy 20 and Rwy 29. ②Rwy 02, TCH 25′. GS 3.0°. **IAP**
WEATHER DATA SOURCES—(ASOS 135.5 907–363–2102) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM DEE OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON—263.0 119.2
RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–800–WX–BRIEF.



DELTA DAVES (See DELTA JUNCTION)

DELTA JUNCTION N64°01.41′ W145°41.21′ **ANCHORAGE**
NDB(ABHW) 347 DJN 184° 1.9 NM to Allen AAF. /23E. **TWEB.** **H–1B, L–3B, 3E**

DELTA JUNCTION

ALL WEST (AK77) 11 E N63°56.49′ W145°25.33′ UTC−9(−8DT) **ANCHORAGE**
PVT 1275 55(GVL) 09–27 **H–1B, L–1A, 3B, 3E**
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DELTA DAVES (AA22) 7 NW N64°07.97′ W145°48.27′ UTC−9(−8DT) **FAIRBANKS**
PVT 1070 23(TURF) 15–33
AIRPORT REMARKS —Unattended. Rwy 33 rgt tfc.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **DELTA JUNCTION** (D66) 0 N N64°03.03′ W145°43.04′ UTC−9(−8DT) **FAIRBANKS**
1150 25(GVL) 07–25
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 07 p–line W of rwy marked with orange balls. Clnc slope to p–line 33:1. 335′ lgtd twr 1 mi S of arpt. Rwy 25 rgt tfc.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ROCKING T RANCH (11AK) 6 E N63°59.98′ W145°30.14′ UTC−9(−8DT) **ANCHORAGE**
PVT 1190 10(GVL) 15–33
AIRPORT REMARKS —Unattended. Rwy 15–33 not plowed or otherwise maintained. PPR before ldg. Rwy 15–33 loose gravel on sfc. Rwy 15–33 has large rock on sfc.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

WINGSONG ESTATES (AKØ9) 7 N N64°02.98′ W145°30.14′ UTC−9(−8DT) **FAIRBANKS**
PVT 1100 24(TURF) 15–33①
AIRPORT REMARKS —Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. No winter maint. Daylt use only. Trees close in east, west and south of rwy. Recommend Rwy 33 for dep. Rwy 15 rgt tfc. ①Rwy 15 thld displaced 590′.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DELTA JUNCTION (See ALLEN AAF)

DENALI (See McKINLEY PARK)

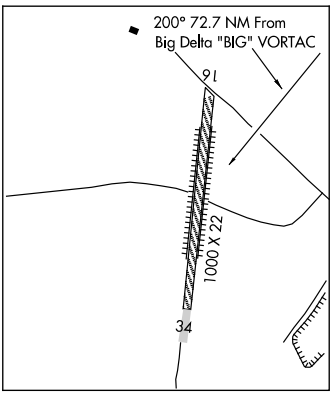
DENALI

§ **ROAD COMMISSION NR1** (ØZ2) 3 S N63°06.49′ W147°31.92′ UTC−9(−8DT) **ANCHORAGE**
2525 10(GVL–DIRT) 16–34

AIRPORT REMARKS —Unattended. Denali hwy crosses arpt, 280′ safety area north of hwy is suitable only for acft parking, facility not maintained. Rwy used as a road. Rwy 16–34 surface soft, irregular and rutted, large soft and rutted section midpoint. Numerous campfire pits along rwy surface. Brush to 5′ along west rwy edge. Trees to 15′ tall along east rwy edge.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PXK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



DENMARK

§ **CAPE BLANCO STATE** OR (5S6) 4 SW N42°51.47′ W124°31.06′ UTC−8(−7DT) **KLAMATH FALLS**
P 214 H51(ASP) 14–32 S–115, D–185, 2D–340 **H–1E**

AIRPORT REMARKS —Unattended. TPA 1214′ MSL 1000′ AGL.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS MCMINNVILLE MMV–NOTAM CEC)

CAPE BLANCO RCO—122.4 (MCMINNVILLE FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

DESCHUTES OR N44°15.17′ W121°18.21′ **KLAMATH FALLS**
(H) VORTACW 117.6 DSD Chan 123 071° 6.6 NM to Roberts Fld. 4101/18E. **H–1E**

HIWAS.

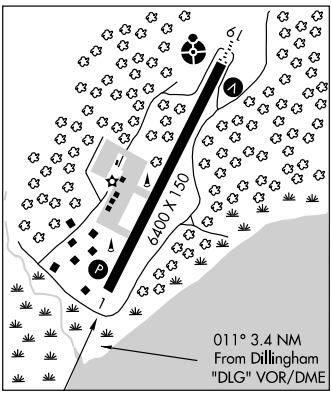
VORTAC unusable:
220°–240° byd 30 NM.

DILLINGHAM FSS —123.6 122.3 (V) (1645–0645Z‡ OT Contact KENAI FSS)
KEMUK MOUNTAIN RCO — 122.55 (Monitored by KENAI FSS when DILLINGHAM FSS clsd.)

DILLINGHAM

§ **DILLINGHAM** (DLG) (PADL) 2 W N59°02.68′ W158°30.33′ UTC−9(−8DT) **KODIAK**
P 81 BL5, 6, 9 ①, 12② H64 (ASP–GRVD) 01–19 S–75, D–160, 2D–250 **H–1B, 2J, L–2J, 3C**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended 1700–0100Z‡. For fuel call 907–842–5441 or 907–842–2400. After hrs call 907–842–3532 or 907–842–5491. Class I, ARFF Index A. PPR only for arpt hazard reporting rwy, taxiway or ramp snow control. CLOSED to air carrier operations with more than 30 passenger seats except PPR in writing to arpt manager Box 250 Dillingham AK 99576. Take–offs and landings on taxiways and ramp prohibited. ARFF equipment staffed during periods of air carrier activity only. Personnel and equipment may be working on the rwy at any time. Rwy lights are 30″ high. Rwy 19 trees in approach 1300′ from threshold. Rwy 19 rgt tfc. Limited transit facility parking. Transient parking designated with green cones. Rwy safety area dimensions on south 3600′ (3600′ by 300′), north 3289′ (3289′ by 200′). Rotating beacon located on twr at ARFF building, operates unmonitored when DLG FSS unmanned. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. When FSS clsd ACTIVATE HIRL Rwy 01–19, ODALS Rwy 19, VASI Rwy 19 and PAPI Rwy 01—CTAF. ①Rwy 19, TCH 51′. GS 3.0°. ②Rwy 01, TCH 45′. GS 3.0°.



WEATHER DATA SOURCES —(AWOS–3 135.55 907–842–2137) (WX CAM).
COMMUNICATIONS—(CTAF 123.6)(ATIS 125.0) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
RADIO —123.6 122.3 **(V)** (LAA 123.6)
RCO —123.6 122.3 **(V)** (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —282.35 132.75
AIRSPACE: CLASS E svc 1645–0845Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
(H)VORW/DME DLG 116.4 Chan 111 N58°59.65′ W158°33.13′ 011° 3.4 NM to Fld. 81/15E.
WOOD RIVER NDB (MHW) BTS 429 N58°59.98′ W158°32.90′ 011° 3.0 NM to Fld. 138/15E.
VHF/DF—Ctc DILLINGHAM FSS.
ILS/DME 111.9 I–DLG Chan 56 Rwy 19. Loc only.
RADIO/NAV/WEATHER REMARKS —For local call to Dillingham FSS dial 907–842–5275. For a toll free call Kenai FSS dial 1–866–864–1737. ATIS provided on freq 125.0 when Dillingham FSS open. AWOS avbl 0859–1645Z‡ OT ctc Dillingham FSS. AWOS–3 avbl when DLG FSS clsd.

NUSHAGAK (AK21) 22 N N59°07.96′ W157°46.63′ UTC−9(−8DT) **KODIAK**
PVT 40 10(TURF) 16–34
AIRPORT REMARKS —Unattended. Rwy 16–34 soft during break–up and when wet.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS— (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call Dillingham FSS dial 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

SHANNONS POND SEAPLANE (ØZ3) 3 W N59°03.54′ W158°34.63′ UTC−9(−8DT) **KODIAK**

80 –14 NE–SW

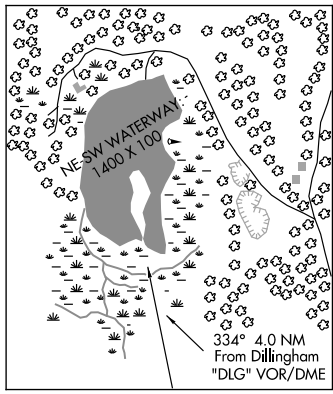
FUEL —(NC–100LL)

SEAPLANE REMARKS —Unattended. Fuel avbl 24 hrs with credit card. Tie–down fee for transient acft. Contact arpt manager at 907–842–2735. SW side of lake shallow.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6)(TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —Dillingham FSS local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **DIOMEDE HELIPORT** (DM2) 0 N N65°45.52′ W168°57.18′ UTC−9(−8DT) **NOME**

20 BL2 H64X64(CON) H1

HELIPORT REMARKS—Unattended. BE ALERT: Diomede is in very close proximity to Russian airspace. Incursion into Russian airspace is a civil violation. H1 perimeter lights. Helipad landing lgts OTS indef. Emergency landing zone lgts avbl, call 907–686–3071 or 907–684–3311 to request deployment of lgts.

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡ NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a local call to Nome FSS dial 443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DONNY WA 46°31.54′ W120°22.33′ **SEATTLE**

NDB(LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

DOWNWIND LANDING (See PALMER)

DRIFT RIVER (See KENAI)

DUFFYS TAVERN (See SLANA)

DUNCAN CANAL N56°45.33′ W133°10.45′ **JUNEAU**

RCO —122.1 (JUNEAU FSS) **L–1C**

DUTCH HARBOR N53°54.31′ W166°32.95′ **DUTCH HARBOR**

NDB(HW/DME) 283 DUT Chan 86 At Unalaska. 284/14E. **H–2I, L–2J**

DME portion unusable:

015°–085° byd 3 NM blw 9000′

085°–322° byd 13 NM blw 9000′

DUTCH LANDING STRIP (See STERLING)

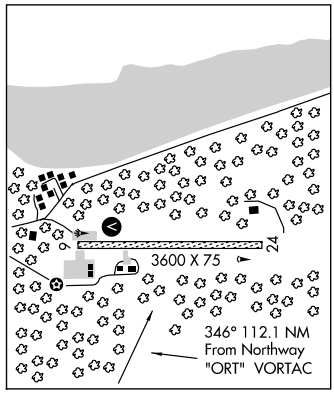
§ **EAGLE** (EAA) (PAEG) 2 E N64°46.69′ W141°08.98′ (LRA) UTC−9(−8DT) **DAWSON**
P 908 BL 4 9① 36(GVL) 06–24 **L–4K**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Helicopter ops from south ramp during summer months. Rwy 06–24 marked with reflective thld panels and cones, thld panels faded and damaged. Report on arrival. Customs unavbl contact 907–774–2252 for info. ACTIVATE MIRL Rwy 06–24, VASI Rwy 06 and rotating bcn—CTAF. ①Rwy 06 GS 3.75°.

WEATHER DATA SOURCES —(ASOS 135.55 907–547–2351) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (UNICOM 122.8)(TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡–NOTAM EAA OT CTC FAIRBANKS FAI)
RCO –122.3 (NORTHWAY FSS)
SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



EAGLE RIVER

§ **D & C FIRE LAKE FLYING CLUB SEAPLANE** (D72) 2 N N61°21.16′ W149°32.78′ UTC−9(−8DT) **ANCHORAGE**
295 –35 N–S

SEAPLANE REMARKS —Unattended. Public beaching area in SE corner of lake. No dock. Beach is steeply sloped, rocks on beach up to 4″. Road within 15′ of shoreline at beaching area. All other property on lake is private/non–commercial. Transient overnight parking avbl. Call before arrival 907–250–7834.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to KENAI FSS dial 1–866–864–1737.

§ **EARECKSON AS** (Shemya) (SYA) (PASY) 0 S N52°42.74′ E174°06.82′ UTC–10(–9DT) **WESTERN ALEUTIAN IS**
AF 95 BL6, 7, 8, 9①, 10 H100(ASP–GRVD) 10–28 **H–2H, L–2H**
S–155, D–220, 2S–175, 2D–420, C5–890 **DIAP, AD**
JASU —2 (AM32A–60B) 2(A/M32A–86)
FUEL —J8, 0–148, SP PRESAIR

A—GEAR

Rwy 10 MB 100(B) ② _____ BAK 12(B) ② _____ Rwy 28
(1850′) (4450′)

AIRPORT REMARKS —Attended Mon–Fri 1800–0300Z‡, CLOSED weekends and holidays. PPR 48 hrs prior notice, ctc Island Control Center (ICC) DSN 317–392–3505/3606 C907–392–3505/3606. Arpt manager DSN 317–392–3361 C907–392–3361. Eareckson AS Installation Management Office DSN 317–552–7145/4541 C907–552–7145/4541. Uncontrolled arpt. No practice approaches. Non standard VFR pattern Rwy 10. USAF installation, all civilian acft operators must obtain a civil acft landing permit from 11AF Airfield Mgr at COM: 907–552–1448/4176 at least 30 days prior to first intended landing. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Fleet svc, customs, and acft maintenance unavbl. Failure to obtain and have onboard a copy of an approved landing permit will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32CFR855 and USAF operating instructions. Heavy migratory goose activity Apr–Jun and Aug–Oct. Gulls and ravens present throughout the year. Report all suspected bird/wildlife strikes on or invof Eareckson to Base Ops or 11AF/SE DSN 317–552–4730 C907–552–4730. CAUTION (See General Notices/Radiation Areas): Radiation hazard area from SFC to 16,000′ MSL for acft out to 3 NM for acft with externally mounted electro explosives devices. (EED) Possible interference with electronic equipment for acft above 200′ MSL out to 3 NM (Military) or 62 NM (Civilian) from a phased array antenna on NW corner of Shemya Island (52° 44′N 174° 05′E) on a bearing of 250° thru 028T. These are parameters for information only. EED equipped acft must advise ICC prior to departure. Possible 30 minute arrival delay for EED acft. Fleet svc, customs, and aircraft maintenance unavbl. Flights originating outside the United States refer to Alaska section of USAF–Foreign Clearance Guide. No overrun Rwy 10–28, sheer drop–offs. Rwy 10–28 surface 150′ wide with 30′ shoulders. CAUTION: An illusion of height and usable runway width may occur when landing during low visibility and at night. Aprons and Twys A, B, C, and M clsd to fighter–type acft due to foreign object damage. Fighter–type acft requiring access to before mentioned movement areas must be towed from Rwy 10–28. Twy D avbl for fighter–type/day/VFR ops only. Twy A restricted to day/VFR ops only due to location of glideslope critical area. ACTIVATE HIRL Rwy 10–28, VASI Rwy 10–28, ALSF–1 Rwy 10, SALSF Rwy 28—CTAF. ①Rwy 10, Rwy 28. ②30 minutes prior notice required for barrier service.

WEATHER DATA SOURCES —(ASOS 135.65 907–392–3720).

COMMUNICATIONS—(CTAF 352.05 127.2) (SFA) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM PASY OT CTC KENAI ENA)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** —339.8 119.1

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

SHEMYA (H)VORTACW 109.0 SYA Chan 27 N52°43.10′ E174°03.73′ 098° 1.9 NM to Fld. 68/3E.
TACAN azimuth unusable:
030°–085° byd 25 NM blw 5000′.

ILS 110.1 I–SYA Rwy 28.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Preventive maint schedule. VOR Fri 1800–2000Z‡. Wx for all MP is (600/1.5 +1). TACAN Mon 1800–2000Z‡. ILS Tue 1800–2000Z‡. PMSV: METRO—Mil tran acft remote briefing avbl fr 17 OWS, Hickam AFB H1, DSN 315–449–7924 C808–449–7924. Manned observation supplemented by ASOS avbl 1900–0300Z‡. ASOS oprs 24 hrs. All radio navigation facilities unmonitored 0300–1900Z‡ daily/continuous weekends–hols.

EAST ALSEK RIVER (See YAKUTAT)

ED CARLSON MEMORIAL FLD–SOUTH LEWIS CO (See TOLEDO, WA)

EDIZ HOOK WA N48°08.39′ W123°24.20′ **SEATTLE**
NDB(MHW) 338 K at Port Angeles CGAS. 6/22E. **L–IE**

ⓇEDMONTON CENTER—**294.5** 294.5 **250.05** 250.05 **240.9** 240.9 **134.9** 134.9 **134.7** 134.7
Whitehorse —**290.6** 290.6 **132.1** 132.1

EDWARD G. PITKA SR (See GALENA)

§ **EEK** (EEK) (PAEE) 1 W N60°12.82′ W162°02.63′ UTC−9(−8DT)
P 12 BL4, 10, 12① 32(GVL) 17–35

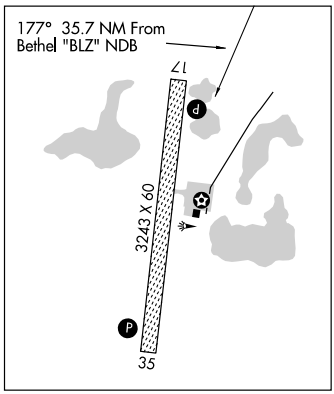
BETHEL
L–3C
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35 and rotating bcn—CTAF. ①Rwy 17, TCH 24′. GS 3.0°. Rwy 35, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **EGEGIK** (EII) (PAII) 2 NW N58°11.13′ W157°22.53′ UTC−9(−8DT)
P 92 BL5, 10, 12① 56(GVL) 12–30, 03–21

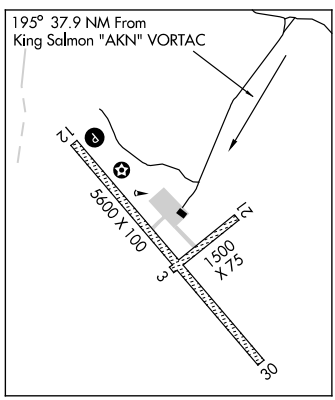
KODIAK
H–2J, L–2J, 3C
IAP

AIRPORT REMARKS —Unattended. Rwy 03–21 surface soft after rains. Ruts and Ridges up to 4″. Safety areas, rwy edges very soft. Rwy 12–30 surface soft when wet. Water ponding after rain. Safety areas and rwy edges very soft. ACTIVATE MIRL Rwy 03–21, Rwy 12–30, PAPI and REIL Rwy 12 and rotating bcn—CTAF. ①Rwy 12, TCH 35′ GS 3.0°.

WEATHER DATA SOURCES—(AWOS–3 135.65 907–233–2288) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM EII)
ANCHORAGE CENTER APP/DEP CON —354.0 124.8

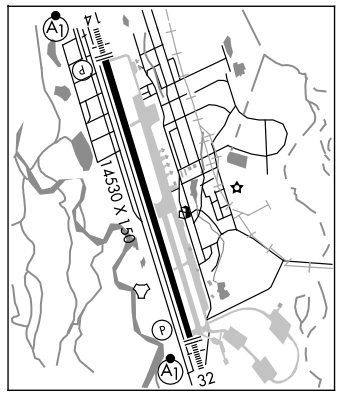
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **EIELSON AFB** (Fairbanks) (EIL) (PAEI) 17 SE N64°39.94′ W147°06.09′ (AOE) UTC−9(−8DT) **FAIRBANKS**
AF 547 BL4, 5, 6, 7, 8, 12 ② H145(CON–GRVD) 14–32 S65–PCN 60 R/A/W/T **H–1B, L–3A, 3D, 4J**
JASU —(A/M32A–95) **DIAP, AD**
FUEL —115, J8, SP, W, WAI, 0–128, 0–132, 0–133, 0–148, PRESAIR LOX LPOX

A—GEAR

Rwy 14 BAK–12(B) BAK–12(B) ①
BAK–12(B) ① Rwy 32
(1104′) (3338′) (1248′)



AIRPORT REMARKS —Attended 1600–0800Z‡. Quiet hrs 0800–1600Z‡, exceptions require Ops Group Commander approval. All contingency ops ctc Airfield Manager for coordination ASAP. PAEW on Rwy 14–32 when twr unmanned. BASH Phase II months are Apr, May, Aug and Sep. During periods of standing water on the airfield, gulls, ducks, geese and other birds pose a significant hazard to aircraft. Report all bird and animal strikes on or invof Eielson to Airfield Management DSN 317–377–1861, PTD or 354 FW/SE DSN 317–377–4110. Moose have been spotted on/near the rwy environment all hours of the day. During bird watch condition moderate local pattern work limited to minimum rqr with OG/CC approval, no touch and go landing, formation tkf/lndg prohibited and low apch limited to 300′ AGL. During bird watch condition severe; tkf, pattern and lndg prohibited without OG/CC approval, except for emergency. NSTD edge lgts, N 11314′ edge lgts 300′ wide, S 3200′ edge lgts 150′ wide. Rwy 300′ wide entire length, center 150′ usable. Dep acft remain at or blw 1500′ til dep end of rwy. Overhead tfc pattern 2000′ MSL. Rectangular tfc pattern 1500′ MSL. Rwy 14 rgt tfc. All PACAF acft on arrival expect reduced rwy separation; similar ftr type day–3000′; dissimilar ftr type and/or night, wet rwy or RCR rpt less than 17–6000′, behind formation landing–6000′, ftr type ldg behind non-ftr type–9000′. RCR validated as conditions warrant. Avoid small arms range located 2.5 NM E of approach end Rwy 32. Small arms range active wkd 1700–0100Z‡, sfc to 3000′ MSL. PPR number required 24 hours in advance prior to filing flight plan, ctc DSN 317–377–1861, C907–377–1861. Expect arr time restriction for all acft except air evac and DV code 7 or higher. Transient maintenance limited to F16 servicing upon aircrew request thru flight/BPO/preflight inspection of F16 not available. Pre–coordinate with maint operations center DSN 317–377–1205 no later than 48 hrs from ETA. Prime Knight not avbl. All trans aircrews must register with Base Ops upon arr. See AP1 Supplement Arpt Rmrks. Limited secret and COMSEC storage avbl at Base Ops. Base Ops does not have COMSEC responsibilities. For Top Secret and COMSEC issue/storage ctc Command Post DSN 317–377–1500. Taxiing prohibited on Twy F from Twy C to Twy D for acft with wingspan greater than 133′ when any acft is parked on lima row. Portions of oscar row and south ramp not visible from twr. Cargo and passenger carrying acft call Command Post 3 hrs prior to landing and 30 mins prior to landing and state number of passengers. See AP/1 supplementary arpt remark. CRYPTO materials not avbl tran crew. All acft with VIP ctc Base Ops 20–30 minutes prior to ETA with firm chock time. Ltd fleet svc avbl, no potable water. Trans billeting extremely ltd/extensive fuel delays possible dur RED FLAG ALASKA EXERCISE (Apr–Oct). Flights originating outside of the state, refer to Alaska section of U.S. Air Force—Foreign Clearance Guide. Arctic gear is strongly encouraged due to extreme cold temperatures Oct 1–Mar 31. Alaska ANG 168th AREFS OPS DSN (317–377–8800, C 907–377–8800) ANG opr 24 hrs. Base Ops DSN 317–377–1861/3201. To avoid delay file flight plan at least 2 hrs prior to estimated time of departure. Arrivals requiring customs must notify base ops 1.5 hrs prior to landing. U.S. Immigration svc not avbl. Air terminal and ground handling svc oprs 1630–0030Z‡ weekdays. Acft requiring terminal and ground handling svc are required to provide advance notice or delays in svc may be experienced. Acft requiring svc should make prior cooordination with base ops. Rwy 14 and Rwy 32 PAPI GS not coincidental with ILS GS. ①BAK–12 dep end cables in raised position, BAK–12 AER 14–32 avbl with 20 min prior notice. BAK–12(B) Rwy 14 located 1104′ from apch end, BAK–12(B) Rwy 14 located 3338′ from apch end, BAK–12(B) Rwy 32 located 1248′ from apch end. North and South barrier runout reduced to 950′ hook equipped acft be alert. ②Rwy 14, TCH 48′. GS 2.7°. Rwy 32, TCH 49′. GS 2.7°.

WEATHER DATA SOURCES —(119.275 (907) 377–4101 118.525 (907) 377–3626). (PMSV: METRO—346.6)

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COMMUNICATIONS—(SFA) (PTD 372.2 139.3) (ATIS 273.5 119.9 1600–0800Z‡**) (TIE–IN FSS FAIRBANKS FAI–NOTAM PAEI)**

Ⓡ **FAIRBANKS APP CON** —363.2 125.35 (180°–359°) 381.4 126.5(360°–179°) **(E)**

TOWER —352.05 127.2 (1600–0800Z‡) **GND CON** —275.8 121.8 **CLNC DEL**—343.7

Ⓡ **FAIRBANKS DEP CON** —319.1 126.5 **(E)**

168 ANG OPS—(Call CHENA CON) 238.3 293.6

SOF—(Call SOURDOUGH) 359.15 139.6

SUAIS—(Call Range Control) –125.3

AIRSPACE: CLASS D svc 1600–0800Z‡ other times Class E.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 98 EIL (115.1) N64°39.23′ W147°05.64′ at Fld. 528/23E. No NOTAM preventive maintenance schedule Tue 0700–1000Z‡. Unmonitored when twr clsd.

TACAN unusable:

343°–098° byd 30 NM blw 9000′

158°–283° byd 30 NM blw 10000′

ILS 110.5 I–EIL Rwy 14. Opr 1600–0700Z‡ daily. ILS unmonitored when twr closed. No NOTAM preventive maintenance schedule Mon, Wed, and Thu 0700–1000Z‡.

ILS 109.9 I–EAF Rwy 32.

RADIO/NAV/WEATHER REMARKS —Fairbanks FSS LC 474–0137. For flight advisories or status of restricted and military operating areas, ctc Eielson Range Control on SUAIS radio 125.3 or telephone 1–800–758–8723. ASOS freq 119.275 is associated with R–2205 Yukon Training Range. ASOS freq 118.525 is associated with R–2211 Blair Lake Training Range. PMSV: METRO below 3000′ reception from 300°–090° is limited beyond 15 NM by terrain, below 15000′ limited beyond 75 NM, no limitations within 100 NM at 20000′. Unmonitored when PAEI twr clsd. Full svc avbl 1600–0800Z‡ limited svc OT. Full svc vary with local flying schedule. Phone patch capability through 354 FW/CP at 907–377–1500. FMQ19 907–377–5846. Wx briefing avbl DSN 317–377–3140/1160. Briefing for transient aircrews beyond normal operating hrs via 17 OWS at Hickam AFB DSN 315–449–7924/8333. AWOS in use. Augmentation capable during normal operating hrs. During evac of wx station ctc Op Wx Sqdn at number above. Alternate wx location visibility severely limited due to bldg and parked acft.

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§ **EKUK** (KKU) 0 S N58°48.67′ W158°33.53′ UTC−9(−8DT) **KODIAK**

PVT 30 12(GVL—DIRT) 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend fly over. Rwys not maintained. Rwys soft when wet.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

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§ **EKWOK** (KEK) 0 S N59°21.29′ W157°28.33′ UTC−9(−8DT) **KODIAK**

P 135 BL4 33(GVL) 02–20 **L–2J, 3C**

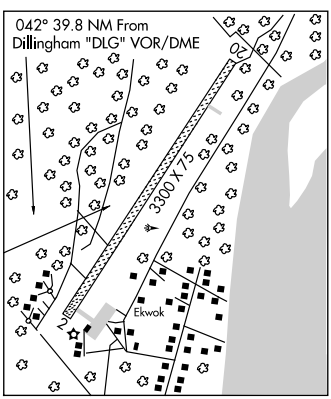
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to use. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)

KEMUK MOUNTAIN RCO—122.55 (DILLINGHAM FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. RCO opr 1645–0845Z‡ OT ctc Kenai FSS.



ELEPHANT N58°10.26′ W135°15.48′ **JUNEAU**

NDB(HW) 391 EEF 034° 24.3 NM to Juneau Intl./29E. **L–1C**

ELFEE N55°17.76′ W162°47.34′ **COLD BAY**

NDB(HW) 341 ELF 144° 5.9 NM to Cold Bay. 36/14E. **H–2J, L–2I**

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS—(SFA) (PTD 372.2 139.3) (ATIS 273.5 119.9 1600–0800Z‡**) (TIE–IN FSS FAIRBANKS FAI–NOTAM PAEI)**

Ⓡ **FAIRBANKS APP CON** —363.2 125.35 (180°–359°) 381.4 126.5(360°–179°) **(E)**

TOWER —352.05 127.2 (1600–0800Z‡) **GND CON** —275.8 121.8 **CLNC DEL**—343.7

Ⓡ **FAIRBANKS DEP CON** —319.1 126.5 **(E)**

168 ANG OPS—(Call CHENA CON) 238.3 293.6

SOF—(Call SOURDOUGH) 359.15 139.6

SUAIS—(Call Range Control) –125.3

AIRSPACE: CLASS D svc 1600–0800Z‡ other times Class E.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 98 EIL (115.1) N64°39.23′ W147°05.64′ at Fld. 528/23E. No NOTAM preventive maintenance schedule Tue 0700–1000Z‡. Unmonitored when twr clsd.

TACAN unusable:

343°–098° byd 30 NM blw 9000′

158°–283° byd 30 NM blw 10000′

ILS 110.5 I–EIL Rwy 14. Opr 1600–0700Z‡ daily. ILS unmonitored when twr closed. No NOTAM preventive maintenance schedule Mon, Wed, and Thu 0700–1000Z‡.

ILS 109.9 I–EAF Rwy 32.

RADIO/NAV/WEATHER REMARKS —Fairbanks FSS LC 474–0137. For flight advisories or status of restricted and military operating areas, ctc Eielson Range Control on SUAIS radio 125.3 or telephone 1–800–758–8723. ASOS freq 119.275 is associated with R–2205 Yukon Training Range. ASOS freq 118.525 is associated with R–2211 Blair Lake Training Range. PMSV: METRO below 3000′ reception from 300°–090° is limited beyond 15 NM by terrain, below 15000′ limited beyond 75 NM, no limitations within 100 NM at 20000′. Unmonitored when PAEI twr clsd. Full svc avbl 1600–0800Z‡ limited svc OT. Full svc vary with local flying schedule. Phone patch capability through 354 FW/CP at 907–377–1500. FMQ19 907–377–5846. Wx briefing avbl DSN 317–377–3140/1160. Briefing for transient aircrews beyond normal operating hrs via 17 OWS at Hickam AFB DSN 315–449–7924/8333. AWOS in use. Augmentation capable during normal operating hrs. During evac of wx station ctc Op Wx Sqdn at number above. Alternate wx location visibility severely limited due to bldg and parked acft.

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§ **EKUK** (KKU) 0 S N58°48.67′ W158°33.53′ UTC−9(−8DT) **KODIAK**

PVT 30 12(GVL—DIRT) 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend fly over. Rwys not maintained. Rwys soft when wet.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

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§ **EKWOK** (KEK) 0 S N59°21.29′ W157°28.33′ UTC−9(−8DT) **KODIAK**

P 135 BL4 33(GVL) 02–20 **L–2J, 3C**

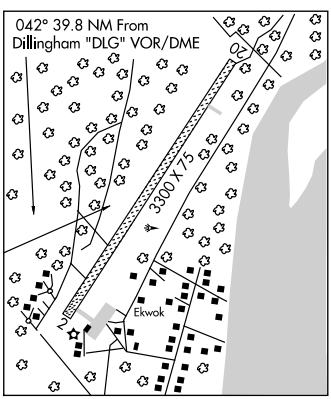
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to use. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)

KEMUK MOUNTAIN RCO—122.55 (DILLINGHAM FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. RCO opr 1645–0845Z‡ OT ctc Kenai FSS.



ELEPHANT N58°10.26′ W135°15.48′ **JUNEAU**

NDB(HW) 391 EEF 034° 24.3 NM to Juneau Intl./29E. **L–1C**

ELFEE N55°17.76′ W162°47.34′ **COLD BAY**

NDB(HW) 341 ELF 144° 5.9 NM to Cold Bay. 36/14E. **H–2J, L–2I**

ELFIN COVE SEAPLANE (ELV) (PAEL) 0 SE N58°11.71′ W136°20.84′ UTC−9(−8DT) **JUNEAU**

P 00 –100 NW–SE

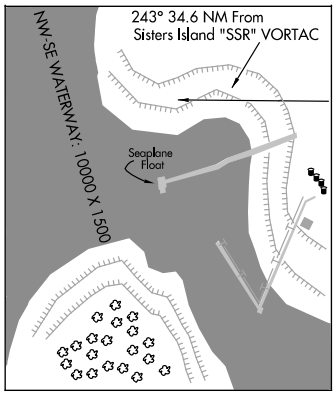
FUEL —(NC–100)

SEAPLANE REMARKS —Unattended. Float has walkway to shore. Althorp rock light flashes clear every 6 seconds. Dock. Boats may be tied to SPB dock/float ramp. Fuel avbl emerg only.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM ELV)

RADIO/NAV/WEATHER REMARKS —When avbl Wx reports hourly only.



ELIM

§ **ELIM** (ELI) (PFEL) 3 SW N64°36.90′ W162°16.23′ UTC−9(−8DT) **NOME**

P 162 BL4 34(GVL) 01–19 **L–3C, 4H**

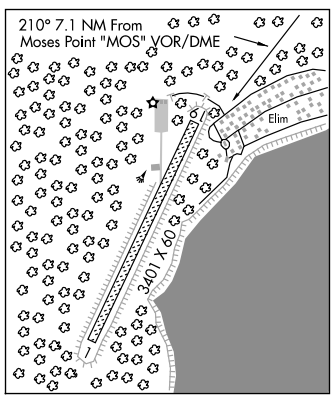
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. +744′ hill 8700′ from rwy end 500′ R. Rwy 01–19 slopes uphill 2% to S end. Rwy 01 rgt tfc. ACTIVATE MIRL Rwy 01–19—CTAF. **IAP**

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

ANCHORAGE CENTER APP/DEP CON —290.4 133.3

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



MOSES POINT (MOS) 0 S N64°41.89′ W162°03.44′ UTC−9(−8DT) **NOME**
PVT 14 30(GVL) 06–24 **H–1A, 2J, L–3C, 4H**

AIRPORT REMARKS —Unattended. Rwy 06–24 badly eroded in spots. Rwy 06–24 not maintained in winter. Fish disposal off approach end Rwy 06 and Rwy 24 attracts birds. Trespassers will be prosecuted. PPR for use required from Elim Native Corp President or Council.

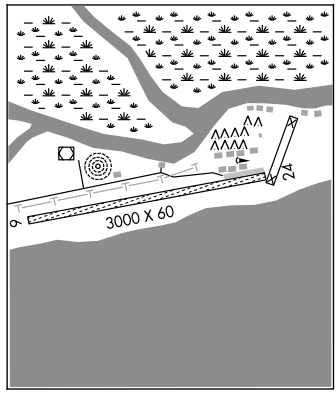
WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO AIDS TO NAVIGATION

(L)VORW/DME 116.3 MOS Chan 110 N64°41.79′ W162°04.28′ At Fld.15/16E.
DME unusable:
248°–253° byd 25 NM blw 5500′
253°–288° byd 20 NM blw 5500′
288°–313° byd 25 NM blw 5500′
313°–333° byd 27 NM blw 5500′
Unusable byd 35 NM.

NORTON BAY NDB(HW) 263 OAY N64°41.76′ N162°03.82′ At Fld./16E. NDB unusable byd 35 NM.



RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ELLENSBURG

§ **BOWERS FLD** WA (ELN) (KELN) 2 N N47°01.98′ W120°31.84′ UTC−8(−7DT) **SEATTLE**
P 1764 BL4, 9①, 10② H56(ASP) 07–25 S–28 11–29 S–35, D–57, 2D–100 **H–1E**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1500–0300Z‡, Sat–Sun 1500–0200Z‡. Rwy 07–25 CLOSED Dec 15–Feb 28, no maintenance avbl. TPA 2598′ MSL 834′AGL. Rwy 07–25 has weeds growing through cracks in pavement first 2000′. Rwy 07–25 slope 0.8% up E, Rwy 11–29 slope 0.4% up NW. ACTIVATE MIRL 11–29—123.0. ①Rwy 29, TCH 40′. GS 3.0°. ②Rwy 29.

WEATHER DATA SOURCES —(ASOS 118.375 509–925–2040) (HIWAS ELN 117.9)

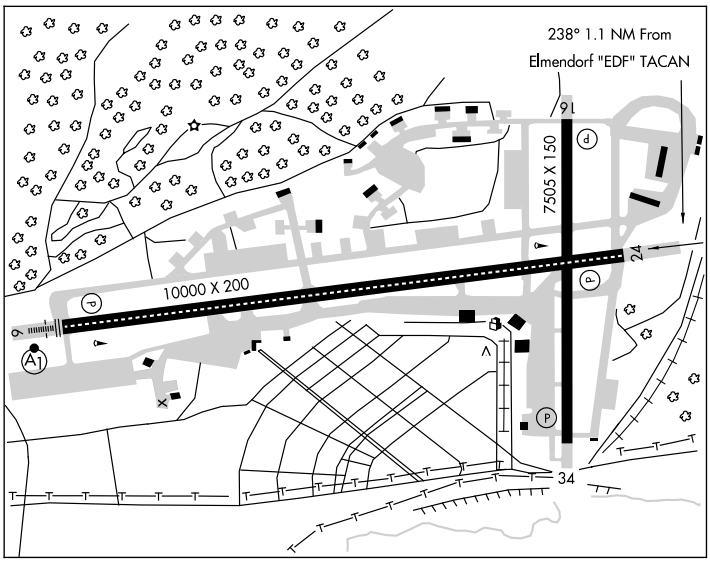
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS SEATTLE SEA–NOTAM ELN)
ELLENSBURG RCO—122.2 (SEATTLE FSS)
SEATTLE CENTER APP/DEP CON—296.35 132.6

RADIO AIDS TO NAVIGATION

ELLENSBURG (H) VORTACW 117.9 ELN Chan 126 N47°01.46′ W120°27.50′ 259° 3.0 NM to fld. 1770/21E. **HIWAS.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **ELMENDORF AFB** (Anchorage) (EDF) (PAED) 3 NE N61°15.08′ W149°48.39′ (AOE) **ANCHORAGE**
UTC−9(−8DT) **H–1B, 2K, L–1A, 3D, 4G**
AF 212 BL4, 6, 7, 8, 11, 12① H100(ASP) 06–24 PCN–60 R/B/W/T, 16–34 PCN–60 R/B/W/T **DIAP, AD**



JASU —(A/M32A–86), (MC–1A), (MC–2A), (AM32A–60A), (AM32–95) 150+/−lbs/min (2055+/−68CFM) at 51+/−02 psia. LASS 150+/−5 lbs/min @ 49 +/−2 psia.

FUEL —J8, SP, PRESAIR, De–Ice, NITROGEN–LHNIT. 0–123, 0–128, 0–133, 0–148,0–156 JOAP LOX LHOX

A—GEAR

Rwy 6	BAK–12(B) (1780′)	BAK–12(B) (7455′)	BAK–12(B) (9438′)		BAK–12(B) (8220′)	BAK–12(B) (2545′)	Rwy 24 (562′)
Rwy 16	←BAK–12(B) (1500′)	BAK–12B (6000′)			BAK–12(B) (6000′)	BAK–12(B) (1500′)	Rwy 34

AIRPORT REMARKS —PPR rqr for all acft except non–explosive laden AMC channel missions, and AIREVAC. PPR NRS will be provided btn 24 hrs and 5 days prior to arr, ctc base ops DSN 317–552–2107/1202 or C907–552–2107/1202. Non–AMC acft ctc base ops prior to dep from previous station and 30 minutes prior to arr for parking and servicing. PPR valid 6 hrs prior to or after ETA. Alaska Regional Flight Center (AKRFC) opr 1630–0130Z‡ weekdays. Ask AMOPS for parking location when requesting a PPR. Ctc Ram South 10 minutes prior to ldg on 124.65. Early and late arrivals must be re–coordinated through AMOPS. Units deploying more than two aircraft intending to fly any sorties that originate and terminate at Elmendorf must ctc 3 WG scheduling DSN 317–552–2406 no later than 90 days prior to arrival to obtain sponsoring unit information. Units deploying with two or less aircraft will ctc 3 WG scheduling ASAP but no later than 30 days prior to arrival. All VIP acft ctc Base Ops 30 min prior to arr. Acft rqr customs ctc Base Ops 90 min prior to arr via global radio. Flights orig outside the state, refer to Alaska section of USAF–Foreign Clearance Guide. Heavily congested airspace, see FAR 93 or Alaska Supplement for alt rstd on final approach to RWY 06. CAUTION: Two C130's or two C17's will be opr IFR between 1500–2000 MSL from BGQ 092/10 into R2203 to EDF 320/07 in the vicinity of Big Lake, Palmer, Birchwood, Goosebay and Wasilla, AK Wed 0300–0800Z‡, Thu 1700–0015Z‡, Fri 0330–0630Z‡. Hvy migratory bird act during Apr–May/Aug–Oct periods may pose a significant haz to acft. Rpt all bird or animal strikes on, or in vicinity of, Elmendorf to PTD or 3WG/SE DSN 317–552–4128/3389. Ngt vision goggle ops on Rwy 16–34 and Rwy 06–24 Mon–Fri from 0400–1000Z‡. CAUTION–Twy P and Twy J between Twy B and Twy M do not have edge lgt, use caution during hour of darkness and restricted visibility. CAUTION–R2203 freq active; when unable to avoid, ctc control twr. All trans aircrews opr out of Elmendorf intending on local missions (Cope Thunder, USARK, Exercises, Guard Airlift, Off–station trng, etc) must receive a local briefing from 3 OG/CC at 317–552–2262. All tran aircrews on local missions are required to deploy with crew chiefs due to limited trans maintenance support. Note: Due to the lack of transient alert support for all F–15C/F–15E's, units flying F–15C/F–15E's landing at Elmendorf need to coordinate with wing scheduling no later than 30 days prior to arrival to ensure the appropriate support is available. Transient Maintenance: Aircraft Services are limited to POL servicing, intake/exhaust inspections, F–16 chip detector inspections and EOR inspections. Transient acft requiring pre/thru/post flightsupport for local missions is not avbl, aircrews must deploy with their own maintenance support. Rwy 06 PAPI unusable

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byd 8° either side of course path. Rwy 06 PAPI not coincidental with ILS/PAR. Non–standard PAPI GS angle of 4.2 degrees on Rwy 16 due to high terrain. Rwy 24 PAPI unusable byd 7° right of course. Special air traffic rules–FAR Part 93, see regulatory notices this supplement. First 1000′ Rwy 06 and first 1200′ Rwy 24 are concrete; middle 7800′ is asphalt. For current RCR/RCS's on Rwy 06–24 and Rwy 16–34 ctc twr. Intersection of Twy J and Twy B limited to acft with wing span 140′ or less, vehicles authorized. Twy N between N5 to N2 limited to acft wing span 94′ or less. Between Twy B and N2 is only limited when fighter acft are parked on Red Flag West Ramp. Rwy 16/34 limited to C17 acft or smaller (wing span less than 182′) due to turn radius on apch end of Rwy 34. Twy J from Twy M to Twy B limited to acft with wingspan of 158′ or less. C17/C130 Covert landing zone lgt avbl on Rwy 16–34. C17 Covert lgts avbl on Rwy 16. Ldg Rwy 16 not recommended for jet acft except during day VFR due to obstruction 337′ MSL located 1950′ from thld and 574′ W of centerline. Twy D from Twy N to Twy D3 limited to acft with wing span of 138′ or less when acft parked on blue ramp. Acft with wing span of over 138′ can exit Rwy 34 at Twy D2 to Twy D3 for a Rwy 34 departure. Extv svc delay for fuel. Quiet hr 0630–1400Z‡ wkd, 0630–1600Z‡ wkend and hol, AMC acft exempt. Ltd C–130 maint capabilities on wkend. Attention aircrews: Afld mgt no longer receives or issues COMSEC material. Afld mgt has limited storage capabilities, all tran aircrews must seal COMSEC bags prior to storage. All Top Secret Storage request will have to be pre–coordinated thorugh the 11AF SSO office at DSN 317–552–2287 or C907–552–2287. JOAP, joint oil analysis program avbl. LHNIT, low and high pressure nitrogen servicing furnished during normal duty hrs, OT on request. Tfc pat alt overhead 1700′MSL, conventional 1200′MSL, copter/lgt acft 800′MSL. All acft rqr barrier removal must ctc airfield management prior to departing previous station. ①Rwy 06, TCH 76′. GS 3.0°. Rwy 24, TCH 63′. GS 3.0°. Rwy 16, TCH 63′. GS 4.2°. Rwy 34, TCH 54′. GS 3.0°.

WEATHER DATA SOURCES —(PMSV: METRO—346.6)

COMMUNICATIONS—(SFA) (PTD 372.2 134.1) (ATIS 273.5 124.3 1400–0800Z‡) (TIE IN FSS KENAI–NOTAM PAED)

Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6

TOWER —352.05 127.2 **(E)** **GND CON** —275.8 121.8 **CLNC DEL** —306.925 128.8

A/G —See USAF HF/SSB listing.

AMC AMCC (DENALI)—349.4 134.1 13200 11175

11AF COMD CEN—(ELMENDORF ACC CENTER) —381.0

11AF RESCUE COORDINATION CENTER—(RCC) —282.8 123.1 5710

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION—(VOT 111.0)

(H)TACAN Chan 81 EDF (113.4) N61°15.30′ W149°46.15′ 238° 1.1 NM to fld. 360/21E.
No–NOTAM MP Wed 1400–1600Z‡.
TACAN unusable 024°–164° beyond 20 NM below 10,000′
284°–344° beyond 25 NM below 6,000′

ILS 110.3 I–EDF Rwy 06. CLASS IE. ILS No–NOTAM MP Tues, Thu 1600–1800Z‡.

RADIO/NAV/WEATHER REMARKS —IFF service avbl. Afld wx is automatically monitored by AN/FQ–19 Automated Weather Observing System and backed–up/augmented by human observer when necessary 24/7. DSN 317–552–4903/4397 or C907–552–4903/4397. Full service wx briefing 24 hrs 17 Operational Weather Squadron DSN 315–449–8333 or C808–449–8333. During evac of weather station, ctc 17 Operational Weather Squadron at DSN 315–449–8333. Alternate weather location visibility obstructed from SE–W due to hangers. Use phone patch when weather relocates to alternate location. Phone patch capability thru 3 WG/CP at 907–552–3000. Radar see Terminal FLIP for Radar Minima.

ELMENDORF HOSPITAL HELIPORT

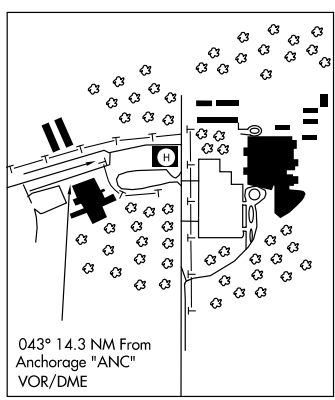
(Anchorage) (AK91) 3 E N61°14.38′ W149°44.97′ **ANCHORAGE**
UTC−9(−8DT) **L–1A, 3D, 4G**

AF 228 L2 H50 X 50(ASP) H1

HELIPORT REMARKS —CLOSED TO THE PUBLIC. For helipad lights contact Elmendorf AFB Twr on 352.05 or 127.2. Monitor Elmendorf ATIS 124.3/273.5, contact Base ops 372.2 for local advisory. Rwy H1 perimeter lights.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



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byd 8° either side of course path. Rwy 06 PAPI not coincidental with ILS/PAR. Non–standard PAPI GS angle of 4.2 degrees on Rwy 16 due to high terrain. Rwy 24 PAPI unusable byd 7° right of course. Special air traffic rules–FAR Part 93, see regulatory notices this supplement. First 1000′ Rwy 06 and first 1200′ Rwy 24 are concrete; middle 7800′ is asphalt. For current RCR/RCS's on Rwy 06–24 and Rwy 16–34 ctc twr. Intersection of Twy J and Twy B limited to acft with wing span 140′ or less, vehicles authorized. Twy N between N5 to N2 limited to acft wing span 94′ or less. Between Twy B and N2 is only limited when fighter acft are parked on Red Flag West Ramp. Rwy 16/34 limited to C17 acft or smaller (wing span less than 182′) due to turn radius on apch end of Rwy 34. Twy J from Twy M to Twy B limited to acft with wingspan of 158′ or less. C17/C130 Covert landing zone lgt avbl on Rwy 16–34. C17 Covert lgts avbl on Rwy 16. Ldg Rwy 16 not recommended for jet acft except during day VFR due to obstruction 337′ MSL located 1950′ from thld and 574′ W of centerline. Twy D from Twy N to Twy D3 limited to acft with wing span of 138′ or less when acft parked on blue ramp. Acft with wing span of over 138′ can exit Rwy 34 at Twy D2 to Twy D3 for a Rwy 34 departure. Extv svc delay for fuel. Quiet hr 0630–1400Z‡ wkd, 0630–1600Z‡ wkend and hol, AMC acft exempt. Ltd C–130 maint capabilities on wkend. Attention aircrews: Afld mgt no longer receives or issues COMSEC material. Afld mgt has limited storage capabilities, all tran aircrews must seal COMSEC bags prior to storage. All Top Secret Storage request will have to be pre–coordinated thorugh the 11AF SSO office at DSN 317–552–2287 or C907–552–2287. JOAP, joint oil analysis program avbl. LHNIT, low and high pressure nitrogen servicing furnished during normal duty hrs, OT on request. Tfc pat alt overhead 1700′MSL, conventional 1200′MSL, copter/lgt acft 800′MSL. All acft rqr barrier removal must ctc airfield management prior to departing previous station. ①Rwy 06, TCH 76′. GS 3.0°. Rwy 24, TCH 63′. GS 3.0°. Rwy 16, TCH 63′. GS 4.2°. Rwy 34, TCH 54′. GS 3.0°.

WEATHER DATA SOURCES —(PMSV: METRO—346.6)

COMMUNICATIONS—(SFA) (PTD 372.2 134.1) (ATIS 273.5 124.3 1400–0800Z‡) (TIE IN FSS KENAI–NOTAM PAED)

Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6

TOWER —352.05 127.2 **(E)** **GND CON** —275.8 121.8 **CLNC DEL** —306.925 128.8

A/G —See USAF HF/SSB listing.

AMC AMCC (DENALI)—349.4 134.1 13200 11175

11AF COMD CEN—(ELMENDORF ACC CENTER) —381.0

11AF RESCUE COORDINATION CENTER—(RCC) —282.8 123.1 5710

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION—(VOT 111.0)

(H)TACAN Chan 81 EDF (113.4) N61°15.30′ W149°46.15′ 238° 1.1 NM to fld. 360/21E.
No–NOTAM MP Wed 1400–1600Z‡.
TACAN unusable 024°–164° beyond 20 NM below 10,000′
284°–344° beyond 25 NM below 6,000′

ILS 110.3 I–EDF Rwy 06. CLASS IE. ILS No–NOTAM MP Tues, Thu 1600–1800Z‡.

RADIO/NAV/WEATHER REMARKS —IFF service avbl. Afld wx is automatically monitored by AN/FQ–19 Automated Weather Observing System and backed–up/augmented by human observer when necessary 24/7. DSN 317–552–4903/4397 or C907–552–4903/4397. Full service wx briefing 24 hrs 17 Operational Weather Squadron DSN 315–449–8333 or C808–449–8333. During evac of weather station, ctc 17 Operational Weather Squadron at DSN 315–449–8333. Alternate weather location visibility obstructed from SE–W due to hangers. Use phone patch when weather relocates to alternate location. Phone patch capability thru 3 WG/CP at 907–552–3000. Radar see Terminal FLIP for Radar Minima.

ELMENDORF HOSPITAL HELIPORT

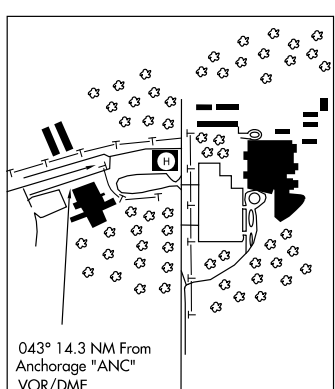
(Anchorage) (AK91) 3 E N61°14.38′ W149°44.97′ **ANCHORAGE**
UTC−9(−8DT) **L–1A, 3D, 4G**

AF 228 L2 H50 X 50(ASP) H1

HELIPORT REMARKS —CLOSED TO THE PUBLIC. For helipad lights contact Elmendorf AFB Twr on 352.05 or 127.2. Monitor Elmendorf ATIS 124.3/273.5, contact Base ops 372.2 for local advisory. Rwy H1 perimeter lights.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



ELWHA WA 48°09.01′ W123°40.22′ **SEATTLE**
NDB(MHW/LOM) 515 CL 083° 7.1 NM to William R. Fairchild Intl.1069/22E. **L–1E**
NDB unusable:
100°–235° byd 12 NM.

§ **EMMONAK** (ENM) (PAEM) 1 W N62°47.17′ W164°29.45′ UTC−9(−8DT) **BETHEL**
P 13 BL4 , 9①, 10② 46(GVL) 16–34 **H–1A, 2J, L–3B**
FUEL—(NC–100LL, JET A) **IAP**

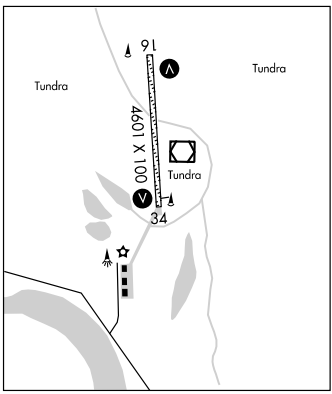
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. VASI Rwy 16 OTS indef. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF. ①Rwy 16 GS 3.0°; Rwy 34 TCH 35′ GS 3.0°. ②Rwy 34.

WEATHER DATA SOURCES—(AWOS–3 135.35 907–949–1014) (TWEB ENM 117.8) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)
RCO —122.55 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —124.5

RADIO AIDS TO NAVIGATION
(H) ABVORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ At Fld. 11/14E. **TWEB.** VOR azimuth and DME portion unusable 119°–134° all altitudes and all distances.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



ERA CHULITNA RIVER HELIPORT (See TRAPPER CREEK/TALKEETNA)

EUGENE OR N44°07.25′ W123°13.37′ **KLAMATH FALLS**
(H)VORTACW 112.9 EUG Chan 76 at Mahlon Sweet Fld. 364/20E. **HIWAS.** **H–1E**

EUGENE

§ **MAHLON SWEET FLD** OR (EUG) (KEUG) 7 NW N44°07.40′ W123°13.12′ UTC−8(−7DT) **KLAMATH FALLS**
P 374 BL4, 5, 9①, 12② H80(ASP–GRVD) 16R–34L S–75, D–200, 2D–400 **H–1E**
16L–34R S–105, D–175, 2D–240 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) LHOX and RB–LOW AND RB–HIGH

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 16R:	TORA–8009	TODA–8009	ASDA–8009	LDA–8009
RWY 34L:	TORA–8009	TODA–8009	ASDA–8009	LDA–8009
RWY 34R:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000

AIRPORT REMARKS —Attended continuously. Migratory waterfowl and other birds on and invof arpt. Class I, ARFF Index B. PPR for unscheduled air carrier ops with more than 30 passenger seats call 541–682–5430. ARFF svcs unavailable 0000–0500 local except PPR 541–682–5430. TPA 1174′ MSL 800′ AGL. No access to Rwy 34L byd Twy A9. Helicopters ldg and departing avoid overflying the airline passenger terminal and ramp located east of Rwy 16R–34L. Helipad west of Rwy 16R restricted, PPR phone 541–682–5430. Twy H and Twy K unavailable to acft 21,000 pounds single weight and 40,000 pounds dual gross weight. Terminal apron closed to acft except scheduled air carriers and flights with prior permission. TDZL Rwy 16R. HIRL Rwy 16L–34R and Rwy 16R–34L twr ctl 1400–0730Z‡, med ints 0730–1400Z‡. PAPI Rwy 16R and VASI Rwy 34L opr 24 hrs. ALSF Rwy 16R and ODALS Rwy 34L, MALSR Rwy 16L, PAPI Rwy 16L and Rwy 34R, and REIL Rwy 34R twr ctl 1400–0730Z‡. 0730–1400Z‡ ACTIVATE—CTAF. ①Rwy 34L TCH 53′. GS 3.0°. ②Rwy 16R TCH 50′. GS 3.0°. Rwy 16L TCH 52′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 554–461–3144) (HIWAS EUG 112.9)

COMMUNICATIONS—(CTAF 118.9)(UNICOM 122.95)(ATIS 125.225 541–607–4699) (TIE–IN FSS MCMINNVILLE MMV–NOTAM EUG)

EUGENE RCO—122.3 (MCMINNVILLE FSS)

Ⓡ **CASCADE APP/DEP CON**—348.7 119.6 (340°–159°) 298.9 120.25 (160°–339°)(1400–0730Z‡)

Ⓡ **SEATTLE CENTER APP/DEP CON**—291.7 125.8 (0730–1400Z‡)

EUGENE TOWER—371.9 118.9 (Rwy 16R–34L), 371.9 124.15 (Rwy 16L–34R)

GND CON/CLNC DEL—269.5 121.7

AIRSPACE: CLASS D 1400–0730Z‡, OT CLASS E.

RADIO AIDS TO NAVIGATION

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25′ W123°13.37′ at fld. 364/20E. **HIWAS.**

FRAKK NDB(MHW) 260 EU 260 N44°12.77′ W123°13.23′ 160° 5.3 NM to fld. 322/16E.
Unmonitored when twr clsd.
NDB unusable:
020°–070° byd 15 NM
170°–310° byd 11 NM.

ILS/DME 110.1 I–EUG Chan 38 Rwy 16R. Class IIIE. OM FRAKK NDB. ILS unmonitored when tower closed.

ILS/DME 111.75 I–ADE Chan 54(Y) Rwy 16L. Class IE.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

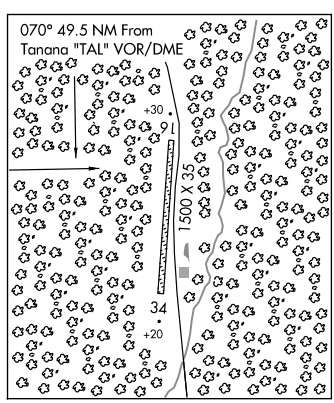
EUREKA CREEK (2Z2) 0 S N65°10.55′ W150°13.23′ UTC−9(−8DT) **FAIRBANKS**

700 15(DIRT) 16–34

AIRPORT REMARKS —Unattended. Rwy suitable only for conventional geared acft. Rwy 16–34 soft and rutted when wet. Brush growing on rwy, rocks to 2″ on rwy surface. Erosion has deteriorated first 400′ of apch Rwy 34. Numerous bumps and dips up to 6″ deep. Surface uneven and rough. 2′ deep pit E of Rwy 16–34, 240′ from Rwy 34 thld. Rwy slope 2% downhill S. Rwy 16–34 not maintained, hazardous and recommend for emergency use only.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

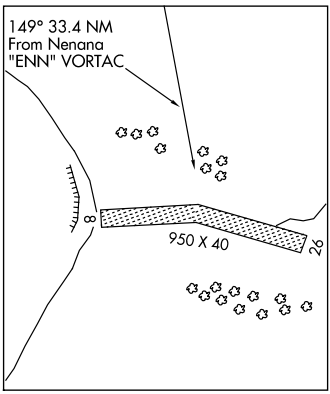


§ **EVA CREEK** (2Z3) 7 E N64°02.52′ W148°51.79′ UTC−9(−8DT) FAIRBANKS
2817 9(GVL) 08–26

AIRPORT REMARKS —Unattended. Emerg fld for lgt planes only, knowledge of strip recommended prior to use, severe turbulence at all times. Rwy 08–26 loose rocks up to 4″ on rwy surface. Turf and brush growing on rwy surface up to 30″ tall. 15° dogleg to the south on west end. Terrain drops off sharply in all 4 quadrants. Located 8 SM E of Ferry.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



EVANSVILLE N66°53.59′ W151°33.82′ FAIRBANKS
NDB(HW–SAB) 391 EAV 013° 1.5 NM to Bettles Fld. /20E. **TWEB**. H–1A, L–4J

EVERETT

§ **SNOHOMISH CO/PAINE FLD** WA (PAE) (KPAE) 6 SW N47°54.42′ W122°16.89′ (LRA) UTC−8(−7DT) **SEATTLE**
P(AR) 606 BL4, 5, 6, 9 ①, 10③, 11, 12④ H90(ASP–CONC) 16R–34L S–100, D–200, **H–1D, 1E, L–1E**
2S–175,2D–350, 2D/2D2–830, 16L–34R S12.5 11–29 ② S–30, 2D–143 **IAP**
SERVICE—S4 **FUEL** —A, A+ (NC–100LL, A) HPOX–RB

AIRPORT REMARKS —Attended 1500–0500Z‡. Class I, ARFF Index B. Arpt CLOSED to air carrier ops with more than 30 passenger seats 0500–1500Z‡ exc PPR ctc arpt ops 425–388–5110. For additional ARFF capability ctc arpt ops 425–388–5110. Rwy 11–29 and Rwy 16L–34R CLOSED 0500–1500Z‡. Large acft fly W pattern over water, small acft fly E pattern over arpt. Be alert for converging tfc on base to final legs Rwy 16R and Rwy 34L 0500–1500Z‡. Landing fee for acft over 30,000 lbs GWT. (AR) Oprs 1530–0000Z‡ Mon–Fri except holidays. Areas not visible from twr include E edge of S 1200′ of Twy A, Twy E from SE corner of west hangars to Twy A, mid section of outer terminal ramp, Twy H from NW edge of west hangars to Twy E, NE edge of inner terminal ramp. Twy E lgts O/S indef. Twy A–2 restricted to 30,000 lbs. Noise sensitive arpt, for noise abatement procedures and traffic procedures call airport operations 425–388–5125. It is requested that pilots adhere to the following noise abatement procedures unless otherwise instructed by twr, itinerant arrival and low apch of small acft over 250 horsepower authorized on Rwy 29, Rwy 16L and Rwy 34R. Itinerant departure of small acft over 250 horsepower on rwy 11 and Rwy 34R. Avoid intersection departures from Rwy 16L–34R and Rwy 29. Avoid intersection departures from Rwy 11 except from Twy Delta 1 intersection. Itinerant departure from Rwy 29 proceed with a 50° turn over Rwy 34L. Rwy 34L departures discouraged in calm wind conditions. Rwy 11 slope 0.9% up SE. Flocks of large and small birds in vicinity of arpt. Training flgts discouraged after 0600Z‡. Rwy 16R–34L touch and go ldgs prohibited Mon–Fri from 1500–1700Z‡. Rwy 16L–34R and Rwy 11–29 limited to helicopters 8000 lbs or less. Twy A2 restricted to acft 30,000 lbs. Avoid overflight of Boeing ramp NE corner of arpt due to jet blast. If access to Boeing Ramp required ctc Boeing Flight Dispatch 206–655–3421 for approval during normal duty hrs. Traffic pattern alt for light acft 1606 MSL (1000′ AGL) heavy acft 2006 MSL (1400 AGL). A, A+ fuel avbl 1400–0700Z‡. For jet and helicopter fuel after hrs call 425–355–6600. Helicopters prohibited at fueling islands. First 1000′ of Rwy 16R is conc. MALSR Rwy 16R. MALSF Rwy 34L. When tower clsd ACTIVATE HIRL Rwy 16R–34L, MALSR Rwy 16R and PAPI Rwy 34L—CTAF. ①Rwy 11, TCH 60′. GS 3.25°. Rwy 29, TCH 57′. GS 4.0°. ②Rwy 11 Thld displaced 799′. ③Rwy 16L and Rwy 34R. ④Rwy 16R, GS 2.8°. Rwy 16L, GS 3.0°. Rwy 34R, GS 3.0°. Rwy 34L, TCH 75′, GS 3.0°.

WEATHER DATA SOURCES —(ASOS 425–355–6192) (LAWRS).

COMMUNICATIONS—(SFA) (CTAF 132.95)(UNICOM 122.95) (ATIS 128.65, 425–355–9797) (TIE–IN FSS SEATTLE SEA–NOTAM PAE)

Ⓡ **SEATTLE CENTER APP/DEP CON** —306.9 128.5

PAINE TOWER—256.7 132.95 (acft arr W of centerline or dep Rwy 16R–34L)120.2 (acft arr E of centerline or dep Rwy 16L–34R) (1500–0500Z‡) **GND CON** —339.8 121.8 **CLNC DEL** —126.75

PAINE RCO —122.55 (SEATTLE FSS)

VFR ADVISORY SVC —Contact twr on 121.3.

ARMY OPS —34.10 FM Contact V744–3143.

AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

PAINE (L)VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ At Fld. 670/20E.
RITTS NDB(LOM) 396 PA N48°03.17′ W122°17.33′ 158° 8.8 NM to Fld.
ILS 109.3 I–PAE Rwy 16R. Class IE. LOM RITTS NDB. LOC/GS unmonitored (0500–1500Z‡)

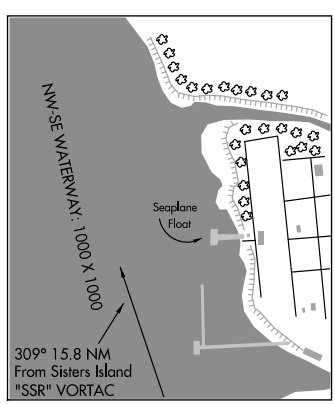
RADIO/NAV/WEATHER REMARKS —Toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **EXCURSION INLET SEAPLANE** (EXI) 0 NE N58°25.23′ W135°26.94′ UTC−9(−8DT) **JUNEAU**
P 00 –10 NW–SE

SEAPLANE REMARKS —Unattended. Use caution in strong SE winds. Float. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS JUNEAU FSS JNU–NOTAM GST)



FAIRBANKS (See the following airports)

EIELSON AFB **LADD AAF (Fort Wainwright)**

FAIRBANKS FSS —255.4 122.6 122.45 122.2 (E)

ATIGUN RCO —122.6
BETTLES RCO —122.2 (V)
BIG DELTA RCO —255.4 122.2 (E)
BLACK RAPIDS RCO —122.4
COLDFOOT RCO —122.0
FISH RCO —122.1
FORT YUKON RCO —122.1
FROZEN CALF RCO —121.1
GALENA RCO —122.2 (V)
HEALY RCO —122.4
HUSLIA RCO —122.4
INDIAN MOUNTAIN RCO —122.6
KAARUK RCO —122.4
MC KINLEY RCO—122.1
MINCHUMINA RCO —122.2
MURPHY DOME RCO —122.3
NENANA RCO —122.5 (V)
POINT LAY RCO —122.4 (E)
RUBY RCO —122.25
TANANA RCO —122.65 (V)
WAINWRIGHT RCO —122.5
WHITE HILLS RCO —122.1

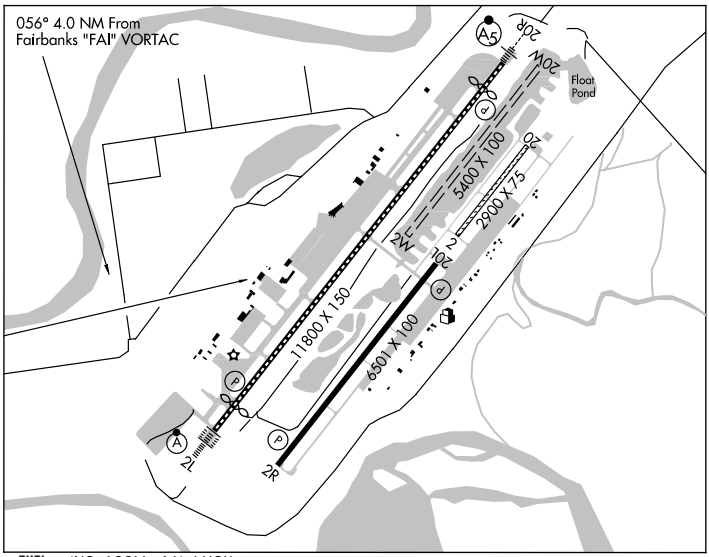
FAIRBANKS

CHENA MARINA (AK28) 5 SW N64°48.84′ W147°55.11′ UTC−9(−8DT) **FAIRBANKS**
PVT 427 47(GVL) 18–36 **H–1B, 2K, L–3A, 3D, 4J**
AIRPORT REMARKS —Attended 1700–0400Z‡. Tran acft parking N end, west side of Rwy 18–36.
COMMUNICATIONS—(CTAF 118.3) (TIE–IN FSS FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

CHENA MARINA SEAPLANE (AK28) 5 SW N64°48.84′ W147°55.11′ UTC−9(−8DT) **FAIRBANKS**
PVT 427 –40 18W–36W **H–1B, 2K, L–3A, 3D, 4J**
SEAPLANE REMARKS —Attended 1700–0400Z‡.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **CHENA RIVER SEAPLANE** (2Z5) 3 W N64°49.97′ W147°50.90′ UTC−9(−8DT) **FAIRBANKS**
440 –50 N–S, E–W
SEAPLANE REMARKS —Unattended. Operating area in Chena River north and west of Fairbanks Intl arpt. PVT 900′ X 50′ grass strip adjacent river. All property along river bank is privately owned. Public access to river consists of one small gravel ramp. Public access ramp is at north end of Ravenwood Ave. N64–49.9′ W147–52.5′
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS–NOTAM FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **FAIRBANKS INTL** (FAI) (PAFA) 3 SW N64°48.91′ W147°51.39′ (LRA) UTC−9(−8DT) **FAIRBANKS**
P 439 BL4, 5, 6, 7, 8, 10③, 11, 12① H118(ASP–GRVD) 02L–20R② **H–1B, 2K, L–3A, 3D, 4J**
S–75, D–220, 2D–580, 2D/2D2–1100 PCN 78 F/A/W/T 02R–20L, 02–20 **IAP, DIAP, AD**



SERVICE —S4 **FUEL** —(NC–100LL, A1) LHOX

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L: TORA–11800 TODA–12800 ASDA–11800 LDA–11050
RWY 20R: TORA–11800 TODA–12800 ASDA–11800 LDA–11050

AIRPORT REMARKS —Attended continuously. Class I, ARFF Index C. Rwy 02R–20L CLOSED to jet acft. N/S twy (Twy A) is west and parallel to Rwy 02L–20R. Be alert to avoid ldg on twy. Transient parking east ramp for non–jet acft with wingspan less than 79′. No transient acft parking on west ramp, ctc arpt ops 907–474–2530 for info and MEDIVAC parking. Helicopter arrivals and departures from new compass rose opr to/from east. Be alert for snow removal equipment ops from 1 Oct to 15 May. Migratory birds in vicinity of arpt during Spring thru Fall. Rwy 02R rgt tfc. Tmpry helipad located on east ramp south of Twy W in grassy area marked with orange cones (May 1 thru Oct 1). For availability of grvl strip Rwy 02–20 and winter ski strip Rwy 02–20 consult local NOTAMS and ctc twr prior to arrival/departure. Be alert for blasting at 0000Z‡ Mon–Fri 1 NM radius of N65°03′ W147°37′ of True North Mine (2 NM NW of Pedro Dome) 1500′ and blo. Tfc pat alt (reciprocating–engine) 1500′ MSL. Tfc pat alt (large and turbine-powered acft 2000′ MSL. Noise abatement procedures in effect fm 0700–1700Z‡ all large acft, turbine engine, and heavy acft utilize Rwy 02L for arrivals and Rwy 20R for departures when wind is not an opr factor. No step taxi except in channel. NE compass rose CLOSED to helicopters over 12,500 lbs. Frost heaves south 2600′ Rwy 02R–20L contact arpt opr 907–424–2530 with safety concerns. Consult NOTAMS for NE, NW compass rose availability. Helicopter arrivals and departures from NW compass rose opr to/from east. Rwy Centerline Lights Rwy 02L–20R. TDZL Rwy 02L. HIRL Rwy 02L–20R and MIRL Rwy 02R–20L. ALSF 2 Rwy 02L, MALSR Rwy 20R, PAPI Rwy 02L, 20R, 02R and 20L. NOTE: See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). ①Rwy 02L, TCH 50′. GS 3.0°. Rwy 20R TCH 50′ GS 3.0°. Rwy 02R, TCH 40′ GS 3.0°. Rwy 20L, TCH 53′ GS 3.0°. ②Rwy 02L thld displaced 750′. Rwy 20R thld displaced 750′. ③Rwy 20L.

WEATHER DATA SOURCES —(ASOS 907–474–8036) (TWEB CUN 257) (TWEB FAI 108.6).

COMMUNICATIONS—(SFA) (UNICOM 122.95)(ATIS 124.4, 907–456–1244) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO —255.4 122.6 122.45 122.2**(E)**

Ⓡ **APP CON** —363.2 125.35 (180°–359°) 381.4 126.5 (360°–179°) 118.6 **(E)**
TOWER —257.8 118.3**(E)** **GND CON** —121.9 **CLNC DEL** —127.6

Ⓡ **DEP CON** —363.2 125.35 (180°–359°) 381.4 126.5 (360°–179°) 327.1 **(E)**

SUAIS —(Eielson Range Control)—125.3.

CONTINUED ON NEXT PAGE

AIRSPACE: TRSA svc ctc **APP CON.**

RADIO AIDS TO NAVIGATION

(H)ABVORTAC 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 056° 4.1 NM to Fld.1525/21E. **TWEB.** TACAN azimuth unusable:
312°–332° byd 24 NM below 7,000′.

CHENA NDB(ABH) 257 CUN N64°50.32′ W147°29.71′ 241° 9.4 NM to Fld 587/21E. **TWEB.**

WEARR NDB(LOM) 510 FA N64°53.99′ W147°42.43′ 189° 6.4 NM to Fld.

FOX NDB(MHW) 356 FOX N64°58.14′ W147°34.80′ 196° 11.7 NM to Fld./21E.

ILS 109.1 I–CNA Chan 28 Rwy 2L. Class IIIE. ILS unmonitored when tower is closed. No NOTAM preventive maintenance schedule. Thu 0230–0530Z‡.

ILS 110.3 I–FAI Rwy 20R.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. TACAN located N64°48.01′ W148°00.81′. (Although colocated facilities antennae are at different positions). For flights in MOA's east of Fairbanks recommend contacting Eielson Range Control on 125.3 or call 1–800–758–8723 for information on military activities.

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FAIRBANKS INTL SEAPLANE (FAI) (PAFA) 3 SW N64°48.85′ W147°51.52′ UTC−9(−8DT) **FAIRBANKS**
423 B –54 02W–20W **IAP, DIAP, AD**
SERVICE —S4 **FUEL** —(NC–100LL, A1)

SEAPLANE REMARKS —Controlled by Fairbanks Intl twr. Ctc twr on freq. 118.3 as soon as practical after start up for taxi on the pond. Float pond tfc as assigned by Fairbanks twr. Limited transient float plane parking avbl ctc arpt ops 907–474–2530 for information. Sfc frozen in winter, not monitored, air ops not recommended. Migratory birds in vicinity of arpt during Spring thru Fall. Rwy 02W–20W frequently used for ski ops in winter. Recommend visual inspection for overflow and drifts prior to use. Condition not monitored. Rwy 02W–20W touchdown reference markers 500′ from shoreline, marked with buoys.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

GOLD KING CREEK (AK7) (PAAN) 39 SE N64°11.88′ W147°55.72′ UTC−9(−8DT) **FAIRBANKS**
1720 25(GVL–DIRT) 09–27

AIRPORT REMARKS—Unattended. Rwy not maintained. Rwy condition not monitored, recommend visual inspection prior to landing. 38′ trees on both sides of rwy within 50′ of centerline. Rwy suitable for high wing acft only. Rwy 09–27 rough with rocks up to 8″ on sfc. No services avbl.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LAKLOEY AIR PARK (AK22) 6 NE N64°49.30′ W147°31.30′ UTC−9(−8DT) **FAIRBANKS**
PVT 475 40(GVL) 06–24 **H–1B, L–3A, 3D, 4J**

AIRPORT REMARKS—Unattended. Rwys not maintained or monitored, recommend visual inspection prior to using. No facilities. Unusable for wheels in the fall, winter, spring. Rwy 06 rgt tfc. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS FAIRBANKS FAI)

SUAIS—125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LAKLOEY AIR PARK SEAPLANE (AK22) 5 NE N64°49.30′ W147°31.30′ UTC−9(−8DT) **FAIRBANKS**
PVT 475 –34 06W–24W **H–1B, L–3A, 3D, 4J**

SEAPLANE REMARKS—Unattended. Waterways not maintained or monitored, recommend visual inspection prior to using. Unusable in the fall, winter, and spring. No facilities. Rwy 06W rgt tfc. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS FAIRBANKS FAI)

SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

METRO FLD (MTF) 2 S N64°48.41′ W147°45.75′ UTC−9(−8DT) **FAIRBANKS**
PVT 432 46(ASP–GVL) 06–24 **H–1B, L–3A, 3D, 4J**

AIRPORT REMARKS—Unattended. First 2600′ Rwy 06 paved for a width of 30′. Pavement very rough. Rwy condition not monitored, recommend visual inspection prior to use. 140′ crane btn rwy and float pond summer months. Ditch and berm 40′ from Rwy 06. Rwy 06 rgt tfc. Traffic pattern altitude Rwy 06–24 568′ AGL.

COMMUNICATIONS—(CTAF 118.3) (TIE–IN FSS FAIRBANKS FAI)

SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

AIRSPACE: TRSA svc ctc **APP CON.**

RADIO AIDS TO NAVIGATION

(H)ABVORTAC 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 056° 4.1 NM to Fld.1525/21E. **TWEB.** TACAN azimuth unusable:
312°–332° byd 24 NM below 7,000′.

CHENA NDB(ABH) 257 CUN N64°50.32′ W147°29.71′ 241° 9.4 NM to Fld 587/21E. **TWEB.**

WEARR NDB(LOM) 510 FA N64°53.99′ W147°42.43′ 189° 6.4 NM to Fld.

FOX NDB(MHW) 356 FOX N64°58.14′ W147°34.80′ 196° 11.7 NM to Fld./21E.

ILS 109.1 I–CNA Chan 28 Rwy 2L. Class IIIE. ILS unmonitored when tower is closed. No NOTAM preventive maintenance schedule. Thu 0230–0530Z‡.

ILS 110.3 I–FAI Rwy 20R.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. TACAN located N64°48.01′ W148°00.81′. (Although colocated facilities antennae are at different positions). For flights in MOA's east of Fairbanks recommend contacting Eielson Range Control on 125.3 or call 1–800–758–8723 for information on military activities.

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FAIRBANKS INTL SEAPLANE (FAI) (PAFA) 3 SW N64°48.85′ W147°51.52′ UTC−9(−8DT) **FAIRBANKS**
423 B –54 02W–20W **IAP, DIAP, AD**
SERVICE —S4 **FUEL** —(NC–100LL, A1)

SEAPLANE REMARKS —Controlled by Fairbanks Intl twr. Ctc twr on freq. 118.3 as soon as practical after start up for taxi on the pond. Float pond tfc as assigned by Fairbanks twr. Limited transient float plane parking avbl ctc arpt ops 907–474–2530 for information. Sfc frozen in winter, not monitored, air ops not recommended. Migratory birds in vicinity of arpt during Spring thru Fall. Rwy 02W–20W frequently used for ski ops in winter. Recommend visual inspection for overflow and drifts prior to use. Condition not monitored. Rwy 02W–20W touchdown reference markers 500′ from shoreline, marked with buoys.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

GOLD KING CREEK (AK7) (PAAN) 39 SE N64°11.88′ W147°55.72′ UTC−9(−8DT) **FAIRBANKS**
1720 25(GVL–DIRT) 09–27

AIRPORT REMARKS—Unattended. Rwy not maintained. Rwy condition not monitored, recommend visual inspection prior to landing. 38′ trees on both sides of rwy within 50′ of centerline. Rwy suitable for high wing acft only. Rwy 09–27 rough with rocks up to 8″ on sfc. No services avbl.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LAKLOEY AIR PARK (AK22) 6 NE N64°49.30′ W147°31.30′ UTC−9(−8DT) **FAIRBANKS**
PVT 475 40(GVL) 06–24 **H–1B, L–3A, 3D, 4J**

AIRPORT REMARKS—Unattended. Rwys not maintained or monitored, recommend visual inspection prior to using. No facilities. Unusable for wheels in the fall, winter, spring. Rwy 06 rgt tfc. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS FAIRBANKS FAI)

SUAIS—125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LAKLOEY AIR PARK SEAPLANE (AK22) 5 NE N64°49.30′ W147°31.30′ UTC−9(−8DT) **FAIRBANKS**
PVT 475 –34 06W–24W **H–1B, L–3A, 3D, 4J**

SEAPLANE REMARKS—Unattended. Waterways not maintained or monitored, recommend visual inspection prior to using. Unusable in the fall, winter, and spring. No facilities. Rwy 06W rgt tfc. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS FAIRBANKS FAI)

SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

METRO FLD (MTF) 2 S N64°48.41′ W147°45.75′ UTC−9(−8DT) **FAIRBANKS**
PVT 432 46(ASP–GVL) 06–24 **H–1B, L–3A, 3D, 4J**

AIRPORT REMARKS—Unattended. First 2600′ Rwy 06 paved for a width of 30′. Pavement very rough. Rwy condition not monitored, recommend visual inspection prior to use. 140′ crane btn rwy and float pond summer months. Ditch and berm 40′ from Rwy 06. Rwy 06 rgt tfc. Traffic pattern altitude Rwy 06–24 568′ AGL.

COMMUNICATIONS—(CTAF 118.3) (TIE–IN FSS FAIRBANKS FAI)

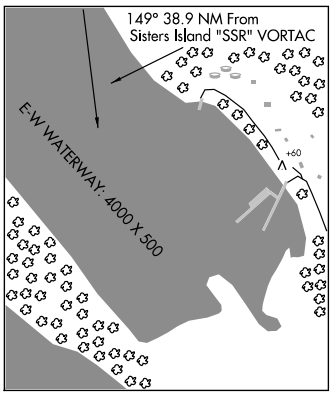
SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

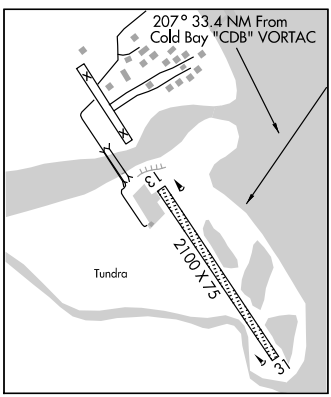
FAIRBANKS/FT WAINWRIGHT/

CLEAR CREEK (2AK2) 23 SE N64°27.21′ W147°33.81′ UTC−9(−8DT) **FAIRBANKS**
PVT 660 40(TURF) 13–31 **H–1B, L–3A, 3D, 4J**
AIRPORT REMARKS —Unattended. Rwy 13–31 soft with ruts.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723).
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

FALSE ISLAND SEAPLANE (2Z6) 0 E N57°31.93′ W135°12.81′ UTC−9(−8DT) **JUNEAU**
00 –40 E–W
SEAPLANE REMARKS —Unattended. Reefs stick into bay. Old float low in water, unattached to shore.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **FALSE PASS** (KFP) (PAKF) 0 S N54°50.85′ W163°24.62′ UTC−9(−8DT) **COLD BAY**
P 20 L10① 21(GVL) 13–31
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 13–31 steep mountainous terrain near rwy. Rwy surface may be soft and unusable during spring break up and heavy rains. Large sea birds along beach adjacent to rwy. Freq turb and high winds in vcnty of arpt. Rwy 13 and Rwy 31 thld marked with plastic flexible markers. Rwy 31 rgt tfc. ①Rwy 13. Rwy 31.
WEATHER DATA SOURCES—(AWOS–3 121.45) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM KFP OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

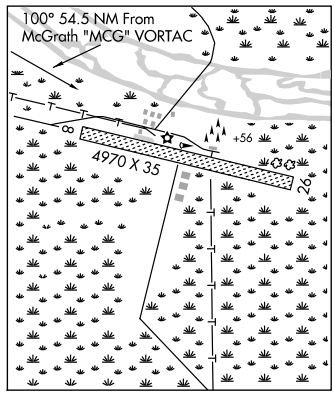


§ **FAREWELL** (FWL) (PAFW) 0 S N62°30.40′ W153°53.62′ UTC−9(−8DT) **McGRATH**
FAA 1535 50(GVL–DIRT) 08–26 **H–1B, 2K, L–3D**

AIRPORT REMARKS —Unattended. Rwy 08–26 not maintained, Rwy conditions not monitored; recommend visual inspection prior to use. Gravel surface may be soft and unusable. No snow removal. 2″–5″ rocks on rwy and some ruts up to 6″. Brush 3′–7′ tall along sides of rwy. Rwy 08–26 width, only 35′ unusable due to brush encroachment.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM FKK)
RCO—122.1(**V**) (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —353.8 128.1

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



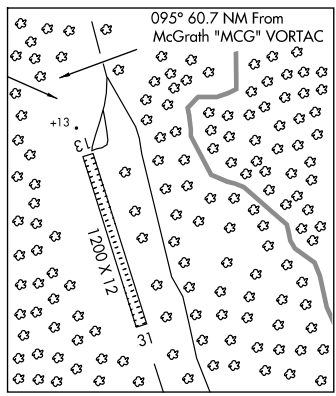
FAREWELL LAKE

§ **TIN CREEK** (TNW) (PAFL) 1 S N62°31.90′ W153°36.67′ UTC−9(−8 DT) **McGRATH**
1151 12(GVL) 13–31

AIRPORT REMARKS —Unattended. Rwy 13–31 not maintained, trees and brush to 20′ high each side in apch path. Unuse rwy sfc extends past Rwy 31 thld. Bush and trees to 20′. Rwy 13–31 sfc irregular loose rocks to 4″, ruts and dips 6″deep. Bear, moose and buffalo on and invof rwy.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA—NOTAM FKK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

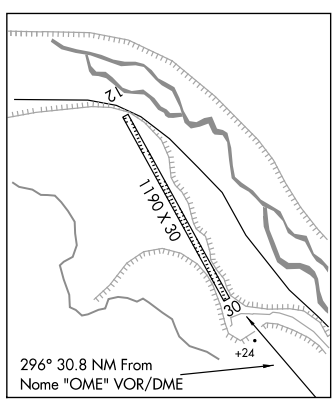


§ **FEATHER RIVER** (3Z1) 1 W N64°49.90′ W166°07.89′ UTC−9(−8DT) **NOME**
325 12(GVL) 12–30

AIRPORT REMARKS —Unattended. Rwy 12–30 not maintained. No line of sight between rwy ends. Gravel ridge E side Rwy 12–30, difficult to see from air. Rwy 12–30 SW portion of rwy unusable due to rocks 18″ diameter vicinity Rwy 30 thld. Rocks 2″ x 6″ with 6″ ruts on rwy landing surface. Approximately 250 white rock sacks 4′ x 3′ stored on rwy surface vicinity Rwy 12 thld.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —LD call to Nome FSS dial 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

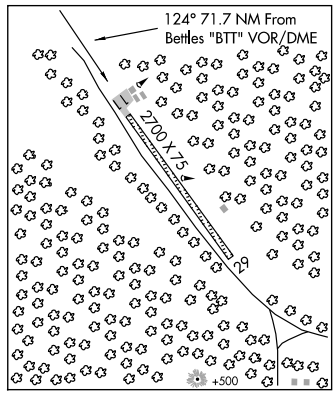


FINGER LAKE SEAPLANE (See PALMER)

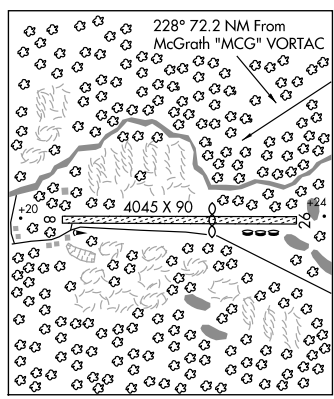
FINGER MOUNTAIN N57°41.18′ W135°31.71′ — JUNEAU
H–1C, L–1B
RCO —120.4 (SITKA FSS)

FISH N66°31.64′ W150°25.39′ — FAIRBANKS
L–4J
RCO —122.1 (FAIRBANKS FSS)

FIVE MILE (FVM) (PAFV) 0 SE N65°55.62′ W149°50.40′ UTC−9(−8DT) — FAIRBANKS
PVT 510 L4, 10 27(GVL) 11–29 L–4J
AIRPORT REMARKS —Unattended. Rwy 11–29 CLOSED indef.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **FLAT** (FLT) 0 E N62°27.16′ W157°59.35′ UTC−9(−8DT) — McGRATH
P 309 40(TURF—GVL) 08–26 ① H–1B, 2J, L–3C
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. No maintenance on rwy. Buildings and wires in approach to Rwy 08, trees and tailings along rwy edges. Sfc is covered in 12″–36″ grass and brush. Rwy soft when wet 600′ from Rwy 26. Rwy 08 and Rwy 26 marked with 3′ cones and thld panels. Rwy 26 dsplcd thld marked with white 55 gallon drums. Small trees, grass and shrubs along rwy. Windsock is in very poor condition and does not appear to be reliable due to rust on the pole. ①Rwy 26 thld dsplcd 1445′.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANV)
RADIO/NAV/WEATHER REMARKS —For a toll free call to KENAI FSS dial 1–866–864–1737.



FLYING CROWN (See ANCHORAGE)

FORT DAVIS N64°29.68′ W165°18.84′ — NOME
H–1A, 2J, L–3A, 3B, 4H
NDB(HW–SAB) 529 FDV 273° 3.6 NM to Nome/14E. **TWEB.**

FORT GREELY (See ALLEN AAF)

FORT JENSEN (See JENSENS)

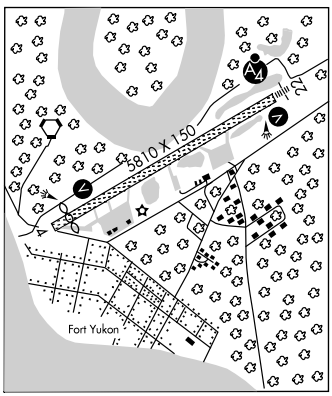
FORT LEWIS, WA (See GRAY AAF (JOINT BASE LEWIS–McCHORD))

FORT RICHARDSON (See BRYANT AAF)

FORT WAINWRIGHT (See LADD AAF)

§ **FORT YUKON** (FYU) (PFYU) 0 N N66°34.29′ W145°15.03′ (LRA) UTC−9(−8DT) **FAIRBANKS**
P 433 BL4, 5, 9 ① 58(GVL) 04–22 ② **H–1B, L–4J**
IAP

AIRPORT REMARKS —Unattended. Large concentrations of birds in vicinity of landfill located ¼ mile northwest of rwy. Rwy condition not monitored, recommend visual inspection prior to landing. To assist in dust control arpt management requests departures Rwy 04 commence at displaced threshold. Rwy 04 road, pole and tree 55′ from threshold. Snow removal ops dur winter, monitor CTAF. Float plane operators are advised not to cross Rwy 04–22. Keep all tfc patterns for hospital lake NW of arpt. Line of sight may be nonexistent between waterlane and thlds on Rwy 04–22 depending on position on waterlane. ACTIVATE MIRL Rwy 04–22, VASI Rwys 04 and 22 and MALSF Rwy 22—CTAF. ①Rwy 04, TCH 26′. GS 3.0°. Rwy 22, TCH 27′. GS 3.0°. ②Rwy 04 threshold displaced 810′ (lighted).



WEATHER DATA SOURCES —(AWOS–3 125.8 907–662–2337) (TWEB FTO 242) (WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS FAIRBANKS FAI–NOTAM FYU)
RCO —122.1 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —225.4 135.0
SUAIS —125.3 (1–800–758–8723).

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION
(H)VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ At Fld. 425/25E.
YUKON RIVER NDB(HW–SAB) 242 FTO N66°34.80′ W145°12.77′ 215° 1.0 NM to Fld./25E. **TWEB.**
VHF/DF—Contact FAIRBANKS FSS.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx observer available for local arpt wx on CTAF (Call sign: Fort Yukon Weather) Phone 907–662–2948 from 1600–0400Z‡.

FOX N64°58.14′ W147°34.80′ **FAIRBANKS**
NDB(MHW) 356 FOX 197° 11.7 NM to Fairbanks Intl./21E. **L–3A, 3D, 4J**

FREDERICKS POINT N56°47.54′ W132°49.26′ **JUNEAU**
NDB(MHW) 372 FPN 250° 4.1 NM to James A. Johnson Petersburg./28E. **L–1C**
NDB unusable:
100°–230° beyond 20 NM

§ **FRIDAY HARBOR** WA (FHR) (KFHR) 0 SW N48°31.32′ W123°01.46′ (LRA) UTC−8(−7DT) **SEATTLE**
113 BL4, 10 ②, 12 ① H34(ASP) 16–34 S12.5 **L–1E**
SERVICE —S4 **FUEL** —(NC–100LL) **IAP**

AIRPORT REMARKS —Attended 1600–0100Z‡. Noise abatement procedures in effect ctc arpt manager 360–378–4724. Rwy 34 slope 0.8% up N. Rwy 16 rgt traffic. Rwy 34 rgt traffic. Preferred Rwy 16 in calm wind conditions. Rwy 16 PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles during descent, maintain highest possible altitude and close alignment to rwy centerline. Due to high concentration of traffic invof arpt recommend landing lgts or forward visibility lgts turned on while utilizing arpt. Fuel system self-service with credit card. Ltd tran parking avbl dur summer. Acft in excess of 12,500 lbs charged fee based on weight, ctc arpt mgr for info. Soft ground between tiedowns west parking area. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 34 and rotating bcn—CTAF. Ldg fee charged for airlines and charters. ①Rwy 16, TCH 38′. GS 4.0°. Rwy 34, TCH 40′. GS 3.5° ②Rwy 34.

WEATHER DATA SOURCES—(ASOS 135.675 (360) 378–8491). (HIWAS HUH 113.0)

COMMUNICATIONS—(CTAF 128.25) (TIE–IN FSS SEATTLE SEA–NOTAM FHR)
Ⓡ **WHIDBEY APP/DEP CON** —118.2

RADIO AIDS TO NAVIGATION
WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72′ W122°34.75′ 195° 31.0 NM to Fld.83/20E. **HIWAS.**
NDB (MHW) 284 FHR N48°30.73′ W123°01.43′ At Fld. 40/20E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

FROZEN CALF N66°47.48′ W143°00.33′ **DAWSON**
RCO —121.1 (FAIRBANKS FSS) **L–4J**

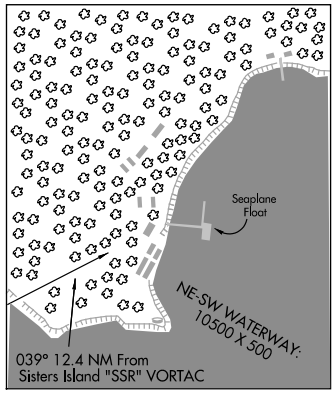
FUNTER BAY SEAPLANE (FNR) (PANR) 0 N N58°15.26′ W134°53.87′ UTC−9(−8DT) **JUNEAU**

P 00 –105 NE–SW

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp. Reef off point east of float. Dock exposed to SE wind.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **GALBRAITH LAKE** (GBH) (PAGB) 2 N N68°28.78′ W149°29.40′ UTC−9(−8DT) **POINT BARROW**
H–1A, L–4J

P 2663 BL4, 5, 12 ①, 52(GVL) 13–31

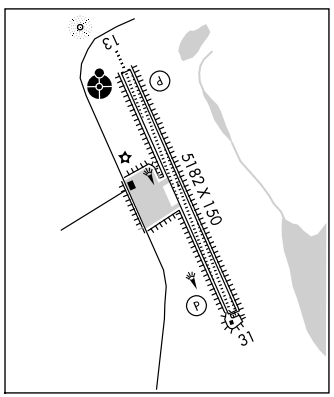
AIRPORT REMARKS —Unattended. Limited snow removal. Class IV, ARFF Index A. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 907–787–4402. Arpt maintained by private company. All arpt lighting privately owned and operated. Recommend visual inspection prior to using Rwy. Rwy condition not monitored. Rwy 13–31 has only 100′ overruns. Rotating beacon is on only when the Alyeska Advisory Station at Galbraith Lake is manned. PAPI Rwy 31 unusable byd 2 NM. ACTIVATE ODALS lights Rwy 13—CTAF. MIRL Rwy 13–31 opr(s) 24 hrs. ①Rwy 13, TCH 31′. GS 3.0°. Rwy 31, TCH 45′. GS 4.0°.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM GBH)

RADIO AIDS TO NAVIGATION

NDB(MHW) 417 GBH N68°28.76′ W149°29.75′ At Fld./22E. Privately owned and operated.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

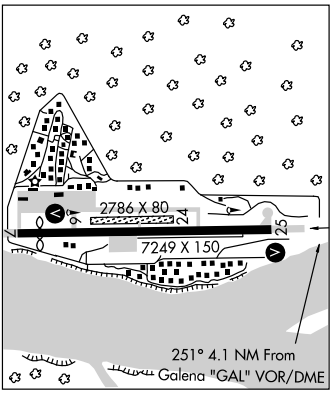


GALENA N64°44.29′ W156°46.63′ **FAIRBANKS**

(H)VORW/DME 114.8 GAL Chan 95 251° 4.1 NM to Edward G. Pitka Sr. 150/17E. **H–1A, 2J, L–3C, 4I**

GALENA

§ **EDWARD G. PITKA SR** (GAL) (PAGA) 0 NW N64°44.17′ W156°56.24′ UTC−9(−8DT) **FAIRBANKS**
P 153 BL6, 9, ③ 10 ① H72(ASP–CON) 07–25② S–110, D–144, 2D–240 06–24 **H–1A, 2J, L–3C, 4I**
FUEL —(NC–100LL, A, J) **IAP, DIAP, AD**



AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Be Alert: Seaplane ops in summer and skiplane ops in winter from Alexander Lake not depicted on charts and located approximately one mile NE of Galena/Pitka Rwy 07–25. App/Dep from Alexander Lake crosses extended centerline of Rwy 07–25 one mile NE of Galena Pitken arpt. Numerous obstructions in vicinity of Rwy 07–25 not identified on terminal approach plates. Ultralights on and invof arpt. Dike both ends of Rwy 07–25. CAUTION: Possible wind shear blw 2000′ AGL on final apch Rwy 07–25. CAUTION: Snow removal ops on Rwy 07–25, monitor CTAF. Uncontrolled vehicles may cross dike on final approach to Rwy 07. CAUTION: During approaches to Rwy 07, there may be a visual illusion caused by rising terrain leading to the airport and the dike. This visual illusion may make the pilot feel higher than the aircraft actually is. This optical illusion may be worse at night, due to no lead–in approach lighting to Rwy 07. Using REIL may help identify the Rwy 07 displaced threshold. CAUTION: During winter approaches to Rwy 25, proper height perception may be difficult, due to a lack of contrast caused by snow and the frozen Yukon River. Rwy 25 VASI RPI is 814′ from threshold. First useable 975′ of Rwy 25 is concrete and may differ in appearance and braking action from remaining portion of rwy. 24 hr credit card system for purchase 100LL & Jet A. Pay phone available. Arpt maint duty hrs Mon–Fri 1700–0100Z‡ except hol. Arpt hazardous reporting only performed during duty hrs unless prior arrangement in writing with arpt management, P.O. Box 09, Galena AK 99741. Rwy 25 has frost heaves first 2000′. ACTIVATE HIRL Rwy 07–25, VASI Rwy 07 and Rwy 25, REIL Rwy 07—CTAF. ①Rwy 07. ②Rwy 07 thld dsplcd 601′. ③Rwy 07, TCH 42′. GA 3.0°. Rwy 25, TCH 36′. GA 2.5°.

WEATHER DATA SOURCES –(AWOS–3 132.525 907–656–2483) (WX CAM).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS FAIRBANKS FAI–NOTAM PAGA)

RCO —122.2 **(V)** (FAIRBANKS FSS)

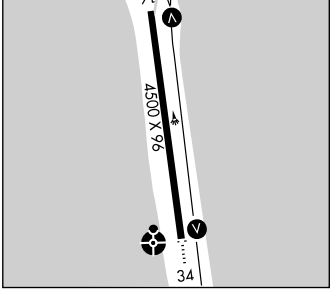
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —290.2 127.0(E)

RADIO AIDS TO NAVIGATION

GALENA (H)VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 251° 4.1 NM to Fld.150/17E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **GAMBELL** (GAM) (PAGM) 0 S N63°46.01′ W171°43.97′ (LRA) UTC−9(−8DT) **BETHEL**
P 27 BL4, 5, 9 ① H45(ASP) 16–34 S22 **H–1A, L–4G**
IAP



AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 98′ twr (lighted) 3400′ from approach end Rwy 16. Rwy 16 rgt tfc. Unsealed cracks 1″–2″ wide spanning width of rwy every 50′–200′. Safety areas Rwy 16–34 soft, loose gravel. ACTIVATE MIRL Rwy 16—34 CTAF. For ODALS Rwy 34 key 122.7—3 times low, 4 times medium, 5 times high, for VASI Rwys 16 and 34 key 122.7—3 times. ①Rwy 16 TCH 39′. GS 3.0°. Rwy 34 TCH 39′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 125.9 907–985–5733). (TWEB GAM 369)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM GAM OT CTC FAIRBANKS FAI)

RCO —122.0 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON —281.4 132.2

RADIO AIDS TO NAVIGATION

NDB(MHW–SAB/DME) 369 GAM Chan 92
N63°46.92′ W171°44.20′ At Fld.38/12E. **TWEB.**
DME unusable:
080°–095° beyond 7 NM blw 17,000′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. DME chan 92 paired with VHF freq 114.5.

GANNON'S LANDING (See WASILLA)

GATTIS STRIP (See WASILLA)

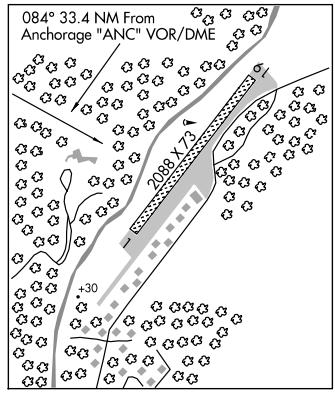
§ **GIRDWOOD** (AQY) 3 NE N60°57.97′ W149°07.55′ UTC−9(−8DT) **ANCHORAGE**

P 150 21(GVL) 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend visual inspection prior to landing. Segmented circle overgrown. Seasonal hang glider and parasail activity 2 NM NE of arpt during dalgt hours. Parachute activity on arpt Fri–Sun. Cable 100′ AGL runs from new hotel to roundhouse. Rwy 01 and Rwy 19 thlds marked by reflectors. Rwy edges unmarked.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



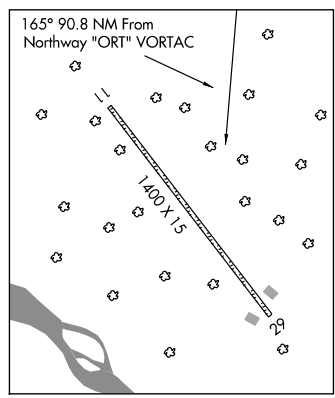
§ **GLACIER CREEK** (KGZ) 0 N N61°27.31′ W142°22.86′ UTC−9(−8DT) **ANCHORAGE**

2380 14(GVL) 11–29

AIRPORT REMARKS —Unattended. Apch to Rwy 29 in canyon. Rwy sfc very rough. Rwy 11–29 loose gvl with rocks to 6″ diameter. Rwy 15′ wide gvl path. Brush to 36″ both sides. Rwy 11–29 edges marked with rock piles both sides, ruts down rwy center, rwy undulates. Rwy 11–29 not recommended for tri–cycle general acft. No windsock avbl. Flatbed trailer located S side near apch end Rwy 29.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MXY)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



GLACIER RIVER N60°29.93′ W145°28.47′ **ANCHORAGE**

NDB(HW) 404 GCR At Merle K (Mudhole) Smith.55/22E. **L–1A, 3E, 4H**

GLENNALLEN N62°11.73′ W145°28.06′ **ANCHORAGE**

NDB(HW–SAB) 248 GLA 148° 2.5 NM to Gulkana./23E. **TWEB.** **L–1A, 3E**

GOLD N64°30.77′ W165°26.01′ **NOME**

NDB(MHW/DME) 208 OYN Chan 85 at Nome. 56/14E. **L–3A, 3B, 4H**

DME portion unusable

360°–035° byd 20 NM blw 5000′

GOLD KING CREEK AIR FORCE STATION (See FAIRBANKS)

§ **GOLOVIN** (GLV) (PAGL) 0 N N64°33.03′ W163°00.43′ UTC−9(−8DT) **NOME**

P 59 BL4 40(GVL) 02–20 **H–1A, 2J, L–3C, 4H**

IAP

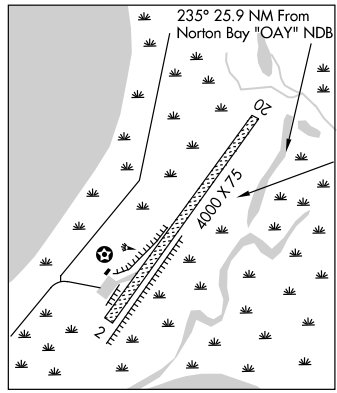
AIRPORT REMARKS —Unattended. Rwy cond not monitored. Recommend visual inspection prior to ldg. Rwy 20 slope 0.6% up SW. Rwy 02–20 NSTD markings, Rwy 02–20 marked with reflective cones, thld cones and thld panels. ACTIVATE MIRL Rwy 02–20 and Rot Bcn—CTAF.

WEATHER DATA SOURCES: (AWOS–3 135.750 907–779–2228).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM GLV OT CTC FAIRBANKS FAI)

ANCHORAGE CENTER APP/DEP CON —290.4 133.3

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **GOODNEWS** (GNU) 0 SE N59°07.05′ W161°34.65′ UTC−9(−8DT) **KODIAK**

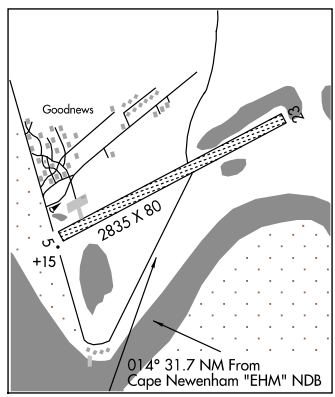
P 15 28(GVL) 05–23

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 05–23 no safety areas. Birds on and in vicinity of arpt. Road crosses midpoint of Rwy 05–23. Windsock is shorter than surrounding terrain and may be unreliable. Few 2″ deep potholes and 2″ ruts near thld of Rwy 23. Rwy 05–23 slopes uphill 1.0% to E end. Rwy 05–23 marked with reflective cones and thld panels damaged.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PAEH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **GOOSE BAY** (Z4Ø) 0 E N61°23.67′ W149°50.56′ UTC−9(−8DT) **ANCHORAGE**

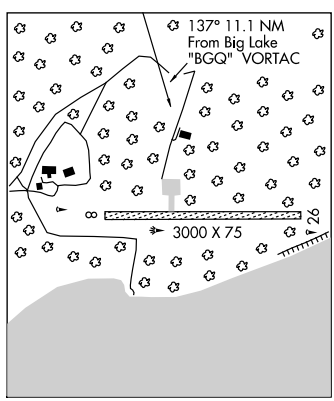
P 78 30(GVL) 08–26 **L–1A, 3D, 4G**

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend visual inspection prior to using. 808′ AGL lgtd twr 11700′ NNW of rwy. No state maintenance performed on rwy. Segmented circle overgrown. Rwy 07 rgt tfc. Rwy 08 and Rwy 26 ends marked with thld panels only.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



GRAHAM (See SUTTON/CHICKALOON)

GRANITE MOUNTAIN AS (GSZ)(PAGZ) 0 E N65°24.13′ W161°16.89′ UTC−9(−8DT) **NOME**
AF 1313 39(GVL) 17–35 **L–4I**

AIRPORT REMARKS —Unattended. CLOSED to the public. OFFICIAL BUSIINESS ONLY. All acft operators shall obtain a PPR number at least 24 hrs prior to intended ldg. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney's Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 AOS/AOO at DSN: 317–552–3636 or Com: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklangingpermits@elmendorf.af.mil. CAUTION: Mountainous terrain (2,844′) in north, east, and west quadrants. Approach from the south. Land Rwy 35 and take–off Rwy 17 only. Rwy dimensions are 3,871′ X 111′. Rwy not maintained, condition unknown. Recommend visual inspection prior to landing.

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RCO —122.1 (NOME FSS) OTS indef.

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

GRANITE POINT N60°57.68′ W151°20.04′ **ANCHORAGE**
NDB(MHW) 356 GRP—(Non Federal Facility). /24E. **L–3A**

GRAY AAF (JOINT BASE LEWIS–McCHORD) WA Fort Lewis (Tacoma) (GRF) (KGRF) 1 E N47°04.75′ W122°34.85′ UTC−8(−7DT) **SEATTLE**
A(AR ARNG) 300 BL5, 6, 8, 12 ① H61(ASP) 15–33 PCN 55 F/A/W/T **H–1D, 1E**
FUEL —J8 **DIAP**

AIRPORT REMARKS — See FLIP AP/1 Supplementary Arpt Rmk. J8 fuel avbl, limited supply. RSTD–48 hr PPR transient acft, DSN 357–6628/5998, C253–967–6628/5998. CAUTION–Extensive night vision device training and parachute jumping exercises. Numerous small arms .8NM E of field. When Class D airspace in effect Unmanned Aerial Vehicle (UAV) ops blo 2000′ in tfc pattern. UAV arresting gear S end Twy E during UAV ops. High volume of personnel/vehicles with negative radio communication on ground control crossing Twys G and H. TFC PATTERN–E/W tfc, multi–engine fixed wing 1500′, single engine fixed wing 1300′, rotary wing 1000′, UAV 1100′, W tfc only. MISC–Special VFR Day fixed wing 700–1, rotary wing 300–1/2. Ngt fixed wing not authorized, rotary wing 500–1. Acft conducting tactical ops on Fort Lewis military reservation ctc ops prior to opr. Ctc Gray tfc on CTAF when twr closed. No hangar for transient acft. WX observer visibility limited to 2 SM is some directions. WX observer automated by AN/FMQ–19, WX observer augmented/backup as required. (AR)—Ctc ops DSN 357–3036, C253–967–3036. (ARNG)—Opr 1430–0100Z‡ Tues–Fri except holidays. Transient alert not avbl. Limited parking. PPR for acft rqr fuel and parking, DSN 323–3805, C253–912–3805. Class I, ARFF Index Ltd. Twy E unusable to C–17 and larger acft. East ramp parking limited to C–12/UC–35/C–21 and smaller acft. RCR will be reported Mon–Fri 1500–2300Z‡ via NOTAM and ATIS, during inclement winter weather. ①Rwy 15.

WEATHER DATA SOURCES —(PMSV: METRO—134.1)

COMMUNICATIONS—(CTAF 119.325) (ATIS 306.2 124.65) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)

Ⓡ **SEATTLE APP/DEP CON** —290.9 120.1 **(E)**

TOWER —256.8 276.4 142.0 119.325 41.5 **(E)** (Opr continuous exc hols.) **GND CON** —290.2 121.9

CLNC DEL —290.2 121.9

OPERATIONS —138.6 41.5 **AR OPS** — 36.1 **ARNG OPS** — 32.6 **BULLSEYE RADIO** opr continuously, except holidays. 34.6 141.5 379.1

AIRSPACE: CLASS D svc continuous except holidays, OT CLASS E.

TRSA svc—ctc TACOMA **APP CON.**

RADIO AIDS TO NAVIGATION

GRAYE NDB(MHW) 216 GRF N47°08.99′ W122°36.27′ 147° 4.4 NM to Fld. 343/20E. Unmonitored holidays

LACOMAS NDB(MHW) 328 LAC N47°00.48′ W122°33.39′ 329° 4.4 NM to Fld.101/18E. Unmonitored holidays

ILS/DME 108.3 I–GRF Chan 20 Rwy 15. Unmonitored holidays.

RADIO/NAV/WEATHER REMARKS — PMSV METRO:full svc continuous except holidays. Full svc may vary with local flight schedule. WX briefing for transient aircrews avbl from 25 Operational Weather Squadron, Davis–Monthan AFB, DSN 228–6598. ATIS unmonitored holidays.

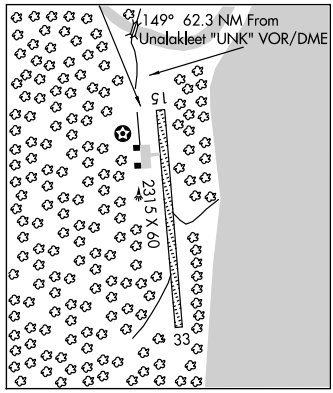
GRAYE WA N47°08.99′ W122°36.27′W **SEATTLE**
NDB(MHW) 216 GRF 147°4.4 NM to Gray AAF (Joint Base Lewis–McChord). 343/20E. Unmto holidays.

§ **GRAYLING** (KGX) 1 S N62°53.67′ W160°03.89′ UTC−9(−8DT) **McGRATH**
P 99 BL4 23(GVL) 15–33

AIRPORT REMARKS —Unattended. Be Alert: New rwy under construction, watch for heavy equipment in vicinity. Rwy condition not monitored, recommend visual inspection prior to landing. N end rwy and taxiway floods in spring; north 200′ soft during breakup and rain. Rwy 15–33 is bowl shaped and each end slopes 1° toward the middle. Rwy 15–33 marked with reflective cones most missing or damaged. Rwy 33 thld marked with thld panels. Rwy 33 rgt tfc. ACTIVATE Rotating Bcn and MIRL Rwy 15–33—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANV)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



GREEN'S STRIP (See WASILLA)

GREG'N SAGE (See NORTH POLE)

§ **GULKANA** (GKN) (PAGK) 4 NE N62°09.30′ W145°27.26′ UTC−9(−8DT) **ANCHORAGE**
P 1586 BL4, 9Ⓘ H50(ASP) 15–33 **H–1B, L–1A, 3E**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Jun–Sep Mon–Fri 1800–0200Z‡, Oct–May Mon–Fri 1900–0000Z‡. Moose and Caribou on and around arpt. Migratory birds on and in vcnty of arpt dur spring. Personnel and equipment may be working on the rwy at any time. Rwy condition not monitored, recommend visual inspection prior to landing. Fuel avbl 24 hrs with credit card call 907–822–4331. Rwy 15–33 parallel taxiway 2100 X 60 is maintained as ski strip in winter. Visual inspection required before landing. Beacon twr and other obstacles on N apch end. Rwy 33 slope 0.8% up NW. Airframe/powerplant svc covers small single/twin propeller engine acft less than 12500 lbs. ACTIVATE MIRL Rwy 15–33 and VASI Rwys 15 and 33—CTAF. ⓘRwy 15, TCH 49′ GS 3.0°. Rwy 33, TCH 49′ GS 3.0°.

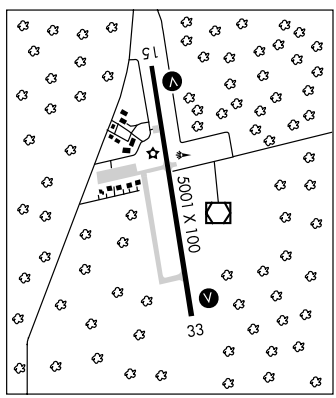
WEATHER DATA SOURCES —(ASOS 134.850 907–822–3707) (TWEBⓐ GKN 115.6) (TWEBⓐ GLA 248).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)
RCO —255.4 122.2 **(V)** (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —317.5 119.5

AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION
(H)ABVORWDME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ At Fld.1548/23E. **TWEB.**
GLENNALLEN NDB(HW–SAB) 248 GLA N62°11.73′ W145°28.06′ 148° 2.5 NM to Fld./23E. **TWEB.**

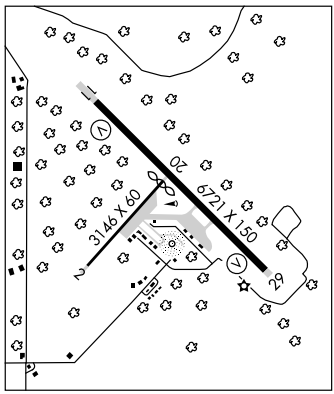
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Wx information avbl on CTAF (call sign Gulkana WX) or phone 907–822–3668 1500–0030Z‡.



GUNNUK MOUNTAIN N56°58.87′ W133°48.35′ **JUNEAU**
RCO —122.175 (SITKA FSS) **L–1C**

§ **GUSTAVUS** (GST) (PAGS) 0 NE N58°25.52′ W135°42.45′ UTC−9(−8DT) **JUNEAU**
P 35 BL4,① 9,② 10③ H67(ASP–GRVD) 11–29 S60, D100 02–20④ S40 **H–1C, L–1B**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1600–0000Z‡. Class I, ARFF Index A. ARFF svcs, arpt condition report and arpt maintenance are available during scheduled air carrier ops, at other times arpt maintenance on irregular basis. Recommend visual inspection prior to using. Be Alert: See General Notices–Enroute CTAF freqs. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to: Regional Director, Department of Transportation and Public Facilities, Southeast Region, 6860 Glacier Hwy, Juneau, AK 99801–7999. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Birds, bear and moose on and invof rwy. Limited snow removal, ice control, rwy maint and arpt hazardous conditions (exclusive of holidays) only avbl and reported during arpt maint duty hrs. Rwy 02–20 not maintained or monitored 15 Oct–30 Apr annually. Rwy 02–20 recommend daylight ops only. 9′ fence 554′ south of Rwy 02–20. Transient aircraft parking available east side of Rwy 02–20. Be alert, soft asp. Aircraft over 12,500 lbs. notify arpt manager Monday–Friday 1700–0100Z‡, 24 hr prior to arrival at 907–697–2251. Arpt maintenance duty hrs Nov 1–Mar 31 Mon–Sun 1300–2200Z‡, Apr 1–Oct 31 Mon–Fri 1600–0000Z‡. ①MIRL Rwy 11–29. ②Rwy 11. Rwy 29, TCH 39′, GS 3.0°. ③Rwy 11. Rwy 29. ④Rwy 20 thld dsplcd 136′.

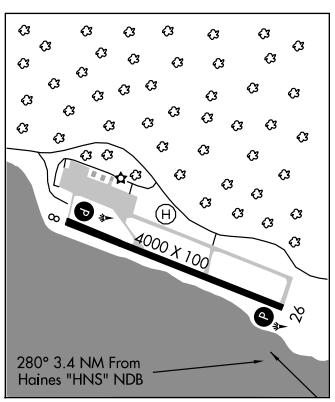


WEATHER DATA SOURCES —(AWOS–3 125.9 907–697–2447) (WX CAM).
COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS JUNEAU JNU–NOTAM GST)
RCO —122.65 **(V)** (JUNEAU FSS)
ANCHORAGE CENTER APP/DEP CON —360.65 133.2
RADIO AIDS TO NAVIGATION
NDB(HW) 219 GAV N58°25.31′ W135°42.28′ At Fld.86/25E. Unusable byd 25 NM.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

HAINES

§ **HAINES** (HNS) (PAHN) 3 W N59°14.63′ W135°31.41′ (LRA) UTC−9(−8DT) **JUNEAU**
P 15 BL4, 10 ②, 12 ① H40(ASP) 08–26 **H–1C, L–1B**
FUEL —(NC–100)

AIRPORT REMARKS —Unattended. For fuel call 907–766–3190 or 907–723–3944, after hrs by appointment. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Recommend daylight ops only. Birds on and in vicinity of airport. Uncontrolled vehicular traffic, pedestrians, bears and moose on and invof rwy and twy. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Turbulence on NW approach. CLOSED to air carrier ops with more than 30 passenger seats. Rwy 08 rgt tfc. Arpt CLOSED to acft over 12,500 lbs GTW, except PPR from Arpt Safety and Security, DOT and Public Facilities, P.O. Box 112506, Juneau, AK 99811–2506, Phone 907–465–1786. Bluff NW. Narrow approach from NW. Mountains both sides. No winter maintenance. Twys D, E and Helipad and E 2000′ Twy A. W 300′ ramp clsd to transient parking from 15 Oct–30 Apr annually. 50′ trees 1000′ SE Rwy 26. Be alert: See General Notices—ENROUTE CTAF FREQS. ACTIVATE MIRL Rwy 08–26 and PAPI Rwys 08 and 26—CTAF. ①Rwy 08. Rwy 26, TCH 40′. GS 2.9°. PAPI Rwy 08 unusable byd 5° left of course. OTS indef. ②Rwy 08, Rwy 26.



WEATHER DATA SOURCES —(ASOS 135.7 907–766–2519) (TWEB ⓐ HNS 245) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM HNS)
RCO —122.6 (V) (JUNEAU FSS)
RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 245 HNS N59°12.73′ W135°25.85′ 280° 3.4 NM to Fld./24E. **TWEB.**
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

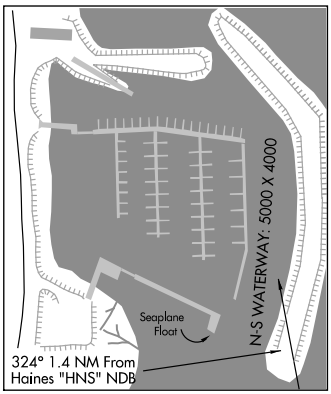
§ **HAINES SEAPLANE** (3Z9) 0 E N59°14.10′ W135°26.44′ UTC−9(−8DT) **JUNEAU**
00 –50 N–S

SEAPLANE REMARKS —Unattended. Boats may be tied to SPB dock/float ramp, call Harbor Master 907–314–0173. Dock at end of float accessed by ramp. North ramp unusable. Dock is exposed to swells from the SE.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM HNS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



HAINES JUNCTION YT (CYHT) 2 NW N60°47.35′ W137°32.73′ UTC−8(−7DT) **WHITEHORSE**
MOT 2150 L4, 12① 50(GVL) 04–22 **H–1C, L–1B**

AIRPORT REMARKS—Attended Mon–Fri. Rwy 04–22 ltd win maint. Cable span on Paint Mountain 3 NM north. Ngt ops not recommended unless both hazard beacons opr. Hi terrain all quads. Gnd rises sharply north of apch to Rwy 22. Only pilots familiar with lcl terrain should use arpt dur hrs of darkness. Ngt ops-all ops south of rwy within 2 NM of rwy thlds. Rwy 04 rgt tfc. ACTIVATE LIRL Rwy 04–22 PAPI Rwy 04 and Rwy 22—CTAF. ①Rwy 04 and Rwy 22.

COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYHT)
RCO—126.7 (WHITEHORSE FSS)

RADIO/NAV/WEATHER REMARKS—Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

HANGAR LAKE SEAPLANE (See BETHEL)

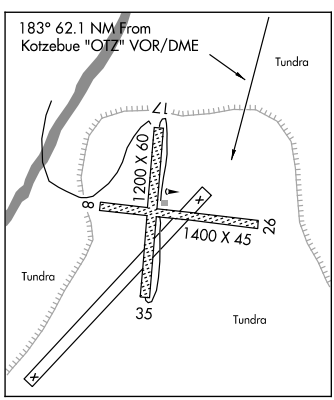
HANNUM CREEK

§ **UPPER HANNUM CREEK** (4Z2) 2 W N65°54.29′ W163°19.75′ UTC−9(−8DT) **NOME**
1300 14(GVL) 08–26 17–35

AIRPORT REMARKS —Unattended. 2 mi W Hannum Creek Mine. Rwy 08–26 and Rwy 17–35 rough and uneven and sharp rocks up to 6″, grass overgrowth to 12″. Rwy 08–26 and Rwy 17–35 humps in center, no line of sight btn rwy ends. Rwy 08–26 and Rwy 17–35 edges marked sporadically with barrel cans and cones. No winter maint.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME–OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —LD call to Nome FSS dial 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



HARLEQUIN LAKE (See YAKUTAT)

HEALY N63°49.97′ W149°00.14′ **ANCHORAGE**
RCO —122.4 (FAIRBANKS FSS) **L–3A, 3D**

HEALY

§ **HEALY RIVER** (HRR) (PAHV) 0 N N63°52.06′ W148°58.13′ UTC−9(−8DT) **ANCHORAGE**

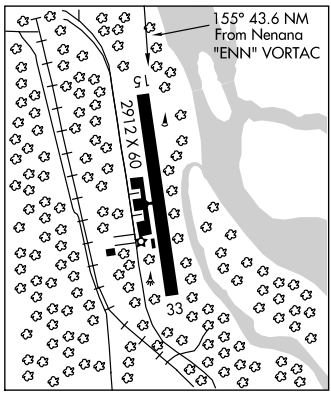
P 1263 BL4 H29(ASP) 15–33

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 15–33 numerous cracks in asph with weeds and grass growing through sfc up to 12″ tall. Vegetation growing thru rwy sfc. Turbulent winds invof arpt. RR tracks 700′ fm thld 20′ above rwy elev. Arpt 1 SM NW of Usibelli Mine. Segmented circle 400′ from thld 150′ left of centerline. Segmented circle overgrown. Rwy 15 and Rwy 33 thlds marked with panels, cones and lgts. ACTIVATE MIRL Rwy 15–33—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM HVI)

HEALY RCO —122.4 (FAIRBANKS FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



HELMERICKS (See DEADHORSE)

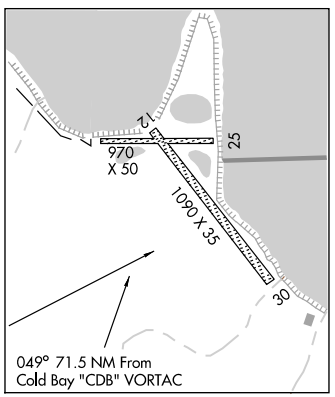
§ **HERENDEEN BAY** (AK33) 0 W N55°48.08′ W160°53.96′ UTC−9(−8DT) **COLD BAY**

PVT 20 11(GVL–TURF) 12–30, 07–25

AIRPORT REMARKS —Unattended. Rwy 07–25 and 12–30—rough uneven covered with grass. Soft when wet. Rwy 07–25 and 12–30 thlds and intersections marked with orange cones. Rwy 30 rgt tfc.

COMMUNICATIONS—(TIE–IN FSS COLD BAY CDB–NOTAM CDB 1700–0300Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



HIGH MOUNTAIN N55°21.48′ W131°47.74′ **KETCHIKAN**

RCO —121.2 (E) (KETCHIKAN FSS) **L–1C**

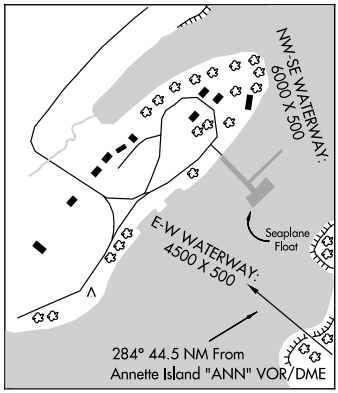
HILLTOP (See CHUGIAK)

§ **HOLLIS SEAPLANE** (HYL) 0 W N55°28.90′ W132°38.77′ UTC−9(−8DT) **KETCHIKAN**
00 –60 NW–SE

SEAPLANE REMARKS —Unattended. Boats may be tied to SPB dock/float ramp.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.



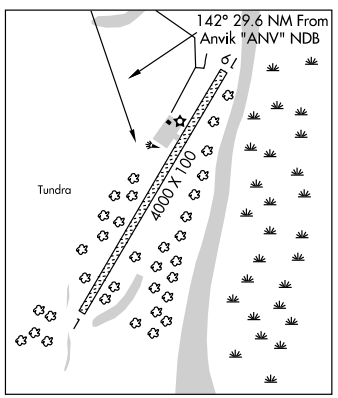
§ **HOLY CROSS** (HCA) (PAHC) 1 S N62°11.30′ W159°46.50′ UTC−9(−8DT) **McGRATH**
P 70 BL4 40(GVL) 01–19 **H–1B, 2J, L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 01–19 Shallow ponding at twy after rain. 12″ high clumps of grass growing on rwy. Moose on and invof the arpt. ACTIVATE MIRL Rwy 01–19—CTAF.

WEATHER DATA SOURCES —(ASOS–3 118.325 907–476–7231) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA—NOTAM HCA)
ANIAK RCO—122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—251.05 118.15

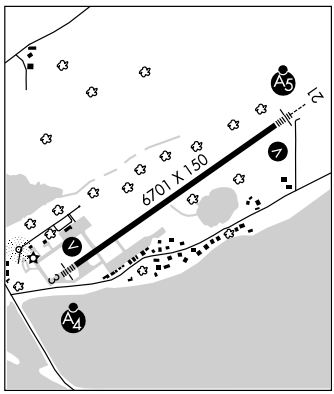
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



HOMER FSS –123.6 122.2(E) (1500–0630Z‡ OT CTC KENAI FSS)

HOMER

§ **HOMER** (HOM) (PAHO) 2 E N59°38.73′ W151°28.60′ UTC−9(−8DT) **SEWARD**
P 84 BL5, 6, 9 ① H67 (ASP–AFSC) 03–21 S–91, D–118, 2S–189, 2D–175 **H–1B, 2K, L–1A, 2J, 3D, 4F**
SERVICE—S2 **FUEL** —(NC–100LL, A, B) **IAP**



AIRPORT REMARKS: —Attended Nov–Mar Mon–Fri 1300–0430Z‡, Sat–Sun 1500–0430Z‡ April–Oct Mon–Fri 1500–0430Z‡ Sat–Sun 1800–0430Z‡. Fuel: Call out fee after 0200Z‡ call 907–235–7969. Class I, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats write arpt manager, 2336 Kachemak Dr., Homer, AK 99603. ARFF equipment staffed during periods of air carrier operations only. Seabirds and migratory waterfowl invof arpt during spring and summer. Personnel and equipment may be working on the rwy at any time. Lighted helipad at Maritime Helicopters—Bell svc center 123.05. Maintenance duty hrs 1700–0700Z‡. Reporting snow/ice and rwy conditions during maintenance duty hrs only. No line of site btn rwy ends. Twy A, Twy B South, Twy D and Twy E clsd to acft over 12,500 pounds. The gvl road along the south side of rwy is not a twy and is clsd to all acft. Transient general aviation parking on south side of rwy. Transient parking designated with green cones. 365′ twr 9 NM W of arpt unlgtd. TPA 800 AGL for fixed wing acft, 600 AGL and below for rotary acft. Rwy 03 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE HIRL Rwy 03–21, VASI Rwy 03 and Rwy 21, MALSF Rwy 03 and MALSR Rwy 21—CTAF. ①Rwy 03, TCH 56′. GS 3.0°. Rwy 21, TCH 56′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 135.65 907–235–3603) (TWEBⓒ ACE 277) (TWEBⓒ HOM 114.6). (WX CAM)

COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.05 123.0 122.7) (ATIS ⓓ135.65) (TIE–IN FSS HOMER HOM 1500–0630Z‡–NOTAM HOM OT CTC KENAI ENA)

RADIO—123.6 122.2 **(E)** (LAA 123.6)

RCO —123.6 122.2 **(E)** (KENAI FSS) (Oprs hrs Homer FSS clsd)

ANCHORAGE CENTER APP/DEP CON—270.3 125.9

AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

(H)VORWDME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 165° 3.9 NM to Fld. 1626/24E. **TWEB.**
KACHEMAK NDB(ABHW) 277 ACE N59°38.48′ W151°30.02′ At Fld./24E. **TWEB.**
VHF/D—contact Homer FSS.

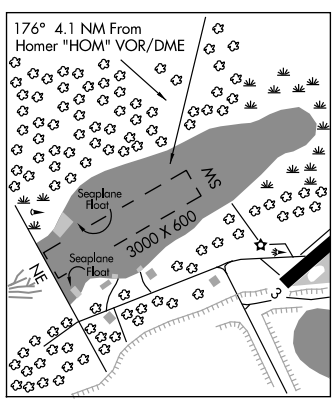
ILS/DME 109.3 I–HOM Chan 30 Rwy 21. Lczr Approach only. BC unusable beyond 15° right of course. BC unusable beyond 12.8 NM blw 3600′. BC unusable beyond 10 NM blw 2700′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Homer FSS dial 235–8588. ATIS operated by Homer FSS.

HOMER–BELUGA LAKE SEAPLANE (5BL) 1 E N59°38.68′ W151°30.13′ UTC−9(−8DT) **SEWARD**

25 –30 NE–SW

FUEL —(NC–100)



SEAPLANE REMARKS —Unattended. Sfc cond not monitored recommend visual inspection prior to using. Freq recreational use. TPA 1000′ AGL for fixed wing acft, 600′ AGL and below for rotary acft. Waterway SW rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS HOMER HOM 1500–0630Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.

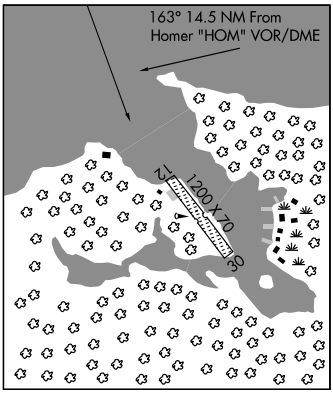
OYSTER COVE (2AK4) 11 NW N59°28.20′ W151°30.75′ UTC–9(–8DT) **SEWARD**
PVT 45 12(GVL) 12–30 **L–1A, 2J, 3D, 4F**

AIRPORT REMARKS: Unattended. Rwy 12, light on shore breeze creates 4 to 5 knot tailwind most summer days.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS: (TIE–IN FSS HOMER HOM 1500–0630Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS—Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



HONEYBEE LAKE AERO PARK (See WILLOW)

HOONAH

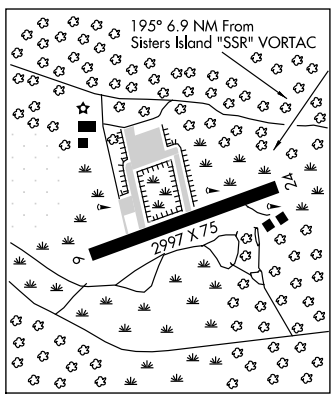
§ **HOONAH** (HNH) (PAOH) 1 SE N58°05.77′ W135°24.58′ UTC–9(–8 DT) **JUNEAU**
P 19 BL 4, 10 ① H30(ASP) 06–24

AIRPORT REMARKS —Unattended. Arpt condition not monitored, arpt maintenance on irregular basis, recommend dalgt ops and visual inspection prior to using. High terrain all quadrants. Uncontrolled vehicular tfc, pedestrians, birds, bears, and deer. invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Rwy 06 rgt tfc. CLOSED to air carrier ops over 30 passenger seats. Arpt CLOSED to acft over 12,500 lbs GTW, except PPR from Arpt Safety and Security, DOT and Public Facilities, P.O. Box 112506, Juneau, AK 99811–2506, call 907–465–1786. Be alert: Zip–line 6 cables 2 NM northwest of arpt, from 200′–1600′ uncharted and unlgtd. Twy A centerline incorrect spacing gaps to rwy side hold short line. See General Notices—ENROUTE CTAF FREQS. ACTIVATE MIRL Rwy 06–24 and REIL Rwy 06 and Rwy 24—CTAF. NOTE: See Special Notices—Hoonah, Alaska Icy Strait ''Zip Line''. ①Rwy 06, Rwy 24.

WEATHER DATA SOURCES —(ASOS 132.05 907–945–3687) (WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS JUNEAU JNU–NOTAM HNH)
RCO —122.35 (JUNEAU FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **HOONAH SEAPLANE** (OOH) 0 W N58°06.73′ W135°27.11′ UTC−9(−8DT) **JUNEAU**

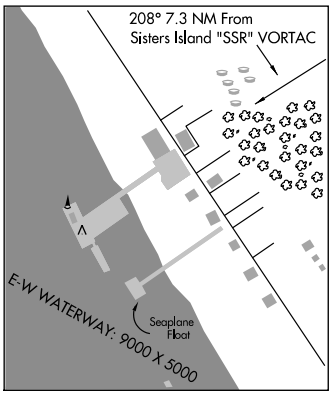
P 00 –90 E–W

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp. Be alert: Zip–line 6 cables 1 NM north of SPB from 200′–1600′ uncharted and unlgtd. NOTE: See Special Notices—Hoonah, Alaska Icy Strait ''Zip Line''.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS JUNEAU JNU–NOTAM HNH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. When avbl WX reports hourly only.



§ **HOOPER BAY** (HPB) (PAHP) 2 SW N61°31.43′ W166°08.80′ UTC−9(−8DT) **BETHEL**

P 13 B L4, 5, 9 ① H33(ASP–GVL) 13–31 **L–3B**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy restricted to 50,000 lbs GWT May 1 to Dec 1. Rwy 13–31 asphalt severly deteriorated (570′ of rwy center is gravel). Rwy 31 one VASI box sheered off stand and unusable. Windsock unreliable. Rwy 13–31 also marked with thld panels and cones. ACTIVATE MIRL Rwy 13–13 and VASI Rwys 13 and 31 and ODALS Rwy 31—123.0. ①Rwy 13. Rwy 31. **IAP**

WEATHER DATA SOURCES —(AWOS–3 135.1 907–758–4211) (TWEB HPB 115.2)

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS KENAI ENA–NOTAM HPB)

RCO —122.4 (KENAI FSS)

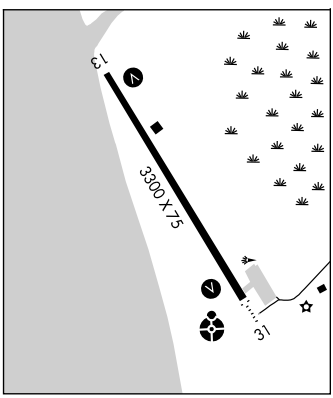
RADIO AIDS TO NAVIGATION

(H) ABVORW/DME 115.2 HPB Chan 99 N61°30.86′ W166°08.07′ At Fld. 13/13E. **TWEB.**

VOR Unusable:

358°–013° byd 22 NM blw 3500′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



HOOPER BAY N61°30.86′ W166°08.07′ **BETHEL**

(H)ABVORW/DME 115.2 HPB Chan 99 at Hooper Bay. 13/13E. **TWEB.** **H–2J, L–3B**

VOR unusable:

358°–013° byd 22 NM blw 3500′.

HOPE BC N49°23.19′ W121°25.45′ **H–1D, 1E**

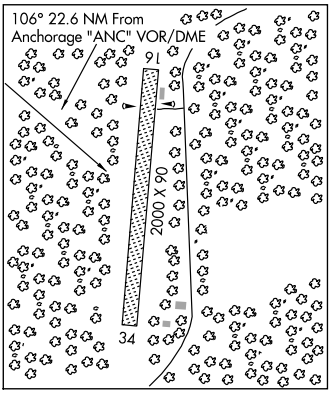
NDB(HW) 245 HE 230° 3.1 NM to Hope BC./19E.

§ **HOPE** (5HO) 1 SE N60°54.25′ W149°37.43′ UTC−9(−8DT) **ANCHORAGE**
P 200 20(GVL) 16–34

AIRPORT REMARKS —Unattended. Be alert rwy condition not monitored. Recommend visual inspection prior to landing. Rwy 16–34 sfc rutted and irregular rocks to 5 inches, rwy and safety areas soft during spring thaw and after heavy rains. Rwy 16 and Rwy 34 NSTD markings, rwy thlds marked with reflector panels and rwy edges marked with reflective cones.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



HOQUIAM WA N46°56.82′ W124°08.96′ **SEATTLE**
(H)VORTACW 117.7 HQM Chan 124 062° 8.9 NM to Bowerman. 10/19E. **HIWAS.** **H–1D, 1E**

HOQUIAM

§ **BOWERMAN** WA (HQM) (KHQM) 2 W N46°58.27′ W123°56.19′ (LRA) UTC−8(−7DT) **SEATTLE**
P 18 BL5, 6, 9①, 10② H50(ASP) 06–24 S–30, D–40, 2D–80 **H–1E, 1D, L–1E**
SERVICE—S4 **FUEL**—(NC–80, 100LL, JET A1+) **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1700–0100Z‡. 100LL avbl 24 hrs a day with Credit Card. For Jet A call 360–533–6655 between 1700–0100Z‡ or call 360–310–0201 between 0100–1700Z‡. CAUTION—Flocks of waterfowl on and in vicinity of arpt. 103′ crane 0.2 NM SW of AER Rwy 24. Rwy 06 rgt tfc. Service road south of rwy in primary surface. Ultralights prohibited without written permission from arpt manager. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 24 and REIL Rwy 06—CTAF. ①Rwy 06, TCH 52′. GS 3.0°. Rwy 24, TCH 50′. GS 3.0°. ②Rwy 06.

WEATHER DATA SOURCES —(ASOS 135.775 360–538–7021) (HIWAS HQM 117.7)

COMMUNICATIONS—(CTAF/UNICOM 122.7) (TIE–IN FSS SEATTLE SEA–NOTAM HQM)
RCO—122.2 (SEATTLE FSS)
SEATTLE CENTER APP/DEP CON—269.0 128.3

AIRSPACE: CLASS E svc 1400–0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION
HOQUIAM (H) VORTACW 117.7 HQM Chan 124 N46°56.82′ W124°08.96′ 062° 8.9 NM to fld. 10/19E. **HIWAS.**
ABERN NDB (LOM) 236 HQ N46°59.26′ W123°47.86′ 241° 5.8 NM to fld.
ILS/DME 108.7 I–HQM Chan 24 Rwy 24 LOM ABERN NDB.
LOM unusable:
150°–180° byd 10 NM.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

HOTHAM N66°54.08′ W162°33.86′ **NOME**
NDB(H–SAB) 356 HHM 204° 1.3 NM to Ralph Wien Mem.163/15E. **TWEB.** **H–1A, L–4H**

HOUSTON BC N54°27.13′ W126°39.05′ **H–1D**
VOR/DME 114.7 YYD Chan 94 296° 29 NM to Smithers./25E.

HOUSTON

MORVRO LAKE (8ØAK) 2 E N61°36.12′ W149°47.05′ UTC−9(−8DT) **ANCHORAGE**
PVT 300 –40 N–S

SEAPLANE REMARKS —Unattended. All property on this lake shore is pvt/non–commercial except the north end. North end is city park land. Park land consists only undeveloped wet lands. No access by road system. No beaching area.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

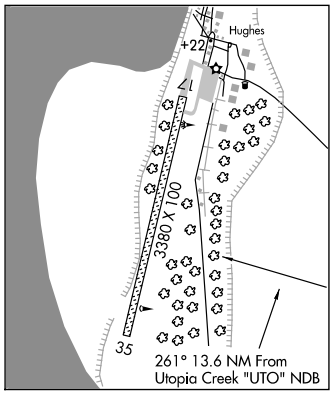
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **HUGHES** (HUS) (PAHU) 1 SW N66°02.35′ W154°15.88′ UTC−9(−8DT) **FAIRBANKS**
P 299 BL4 34(GVL) 17–35 **L–4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. South safety area soft and rutted with grvl piles up to 8″. Rwy 17 trees encroaching along Rwy 17–35 boundary. ACTIVATE MIRL Rwy 17–35—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



HUNT STRIP (See WASILLA)

§ **HUSLIA** (HLA) (PAHL) 1 E N65°41.87′ W156°21.08′ UTC−9(−8DT) **FAIRBANKS**
P 220 BL4, 10①, 12② 40(GVL) 03–21 **H–1A, L–4I**

AIRPORT REMARKS —Unattended. Rwy condition unmonitored, recommend visual inspection prior to ldg. Rwy 21 slope 0.3% up SW. Tiedown ropes not provided. Snow removal during winter months, monitor CTAF. Rwy 03–21 soft when wet. ACTIVATE MIRL Rwy 03–21, PAPI and REIL Rwy 03 and Rwy 21—CTAF. ①Rwy 03 and Rwy 21 ②Rwy 03, TCH 25′. GS 3.0°. Rwy 21, TCH 25′. GS 3.0°. **IAP**

WEATHER DATA SOURCES —(AWOS–3 135.75 907–829–2282) (TWEB HSL 117.4) (WX CAM).

COMMUNICATIONS—(CTAF–122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM HLA)

ANCHORAGE CENTER APP/DEP CON —290.2 127.0

RCO —122.4 (FAIRBANKS FSS)

RADIO AIDS TO NAVIGATION—

(H) ABVOR/DME 117.4 HSL Chan 121 N65°42.47′ W156°21.79′ at fld. 122/19E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

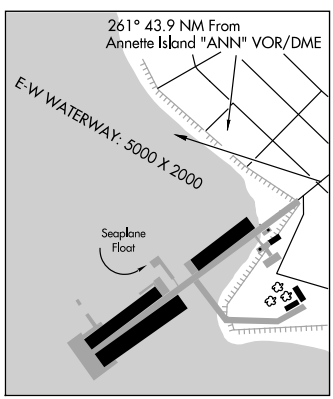
§ **HYDABURG SEAPLANE** (HYG) (PAHY) 0 SW N55°12.38′ W132°49.70′ UTC−9(−8DT) **KETCHIKAN**
P 00 –50 E–W

SEAPLANE REMARKS —Unattended. Dock. Boat tfc in harbor. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(AWOS–3 135.65 907–285–3888) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM HYG OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500.

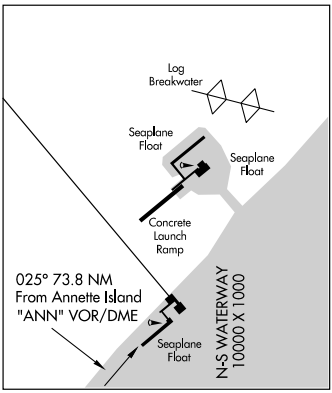


§ **HYDER SEAPLANE** (4Z7) 0 S N55°54.20′ W130°00.40′ (LRA) UTC−9(−8DT) **KETCHIKAN**
00 −100 N−S

SEAPLANE REMARKS —Unattended. Boats may be tied to SPB dock/float ramp. Floats not used for airplanes, boats only. Customs avbl see NOTICES—ENTRY REQUIREMENTS (CIVIL).

COMMUNICATIONS—(CTAF 122.9) (TIE−IN FSS KETCHIKAN KTN 1515−0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 1−800−478−3500. For a LC to Juneau FSS dial 789−7380.



ICE POOL N64°32.74′ W149°04.61′ **FAIRBANKS**
NDB(MHW) 525 ICW At Nenana Muni.361/21E. **L−3A, 3D, 4J**

ICY BAY (19AK) 64 NW N59°58.14′W141°39.71′ UTC−9(−8DT) **SEWARD**
PVT 50 34(GVL) 05−23 **L−1B, 3E**

AIRPORT REMARKS —Unattended. Not maintained. 50′ trees, 60′ to 100′ each side of rwy centerline entire length of rwy. 8′ berms 500′ east of AER 23. Bulk fuel storage tanks on trailers parked on turnout within 40′ of rwy centerline. Uncontrolled vehicular tfc on rwy. Rwy 05−23 first 1000′ of Rwy 05 soft when wet, ruts along edges and divots in vicinity of thld. Land owned by Alaska Mental Health Trust. Use by permit or license only. Contact 907−269−8658.

COMMUNICATIONS—(TIE−IN FSS JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1−800−WX−BRIEF.



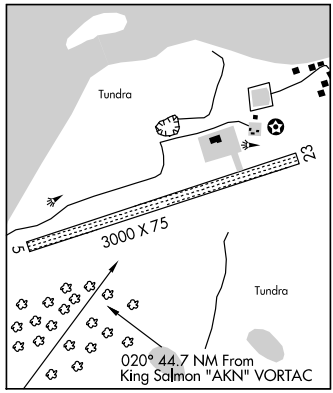
§ **IGIUGIG** (IGG) (PAIG) 0 S N59°19.44′ W155°54.11′ UTC−9(−8 DT) **KODIAK**
P 90 BL 4 30(GVL) 05–23 **L–2J, 3C**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Not maintained. Rwy 23 slope 0.6% up SW. Rwy 05–23 soft during spring breakup and after heavy rain. Rwy 05–23 up to 6″ deep circular ruts near thld Rwy 23. Soft sfc near Rwy 23 thld. Rwy 05 and Rwy 23 NSTD markings, rwys marked with reflective cones. Rwy edge lgts white full length rwy. ACTIVATE MIRL Rwy 05–23, rotating bcn and windcone lgts—CTAF. ⓘRwy 05, Rwy 23.

WEATHER DATA SOURCES—(ASOS 119.925 907–533–3350) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡–NOTAM IGG OT CTC KENAI ENA)
ANCHORAGE APP/DEP CON —118.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



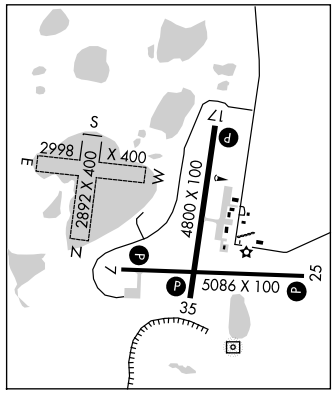
ILIAMNA FSS –123.6 122.2(V) (May 15–Oct 15 1445–0645Z‡ OT CTC KENAI FSS) ASOS 134.95 when ILI FSS clsd. ATIS provided on freq 134.95 when Iliamna FSS open.

§ **ILIAMNA** (ILI) (PAIL) 3 W N59°45.33′ W154°55.07′ UTC−9(−8 DT) **KODIAK**

P 192 BL 4, 10 ①, 12② 51(ASP–GRVD) 07–25, 17–35, N–S, E–W **H–1B, 2J, L–3D**

FUEL —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Oct–May 1700–0130Z‡, Jun–Sep 1700–0300Z‡. Be Alert: For VFR Arr and Dep procedures see Notice in Section C. Be Alert: No line of sight btn Iliamna Arpt, Pike Lake and East Wind Lake/Strip. Snow removal/ice removal and arpt hazardous reporting only performed during duty hrs unless by prior arrangement in writing with arpt management. Personnel and equipment may be working on the rwy at any time. All taxiing is to be done on active rwys. There are no locked brake turns allowed on rwys. Rwy 25 slope 0.9% up W. Multiple airstrips and float plane basins around the arpt. Numerous low–level helicopter sling load operations within 25 NM WNW arpt. Pilots monitor CTAF and self announce upon entering the area. All safety areas soft. Transient parking designated with green cones. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. When FSS clsd ACTIVATE MIRL Rwys 07–25, 17–35, PAPI Rwy 17, Rwy 35, Rwy 07 and Rwy 25, REIL Rwy 25 and Rwy 35—CTAF. See Section C notices for tfc pattern information. ①Rwy 25, Rwy 35. ②Rwy 17, TCH 30′, GS 3.0°. Rwy 35, TCH 32′, GS 3.0°. Rwy 07, TCH 35′. GS 3.0°. Rwy 25, TCH 35. GS 3.0°.



WEATHER DATA SOURCES—(ASOS 134.95 907–571–1483) (TWEB ILI 411) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (ATIS 134.95) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡ –NOTAM ILI OT CTC KENAI ENA)

RADIO —123.6 122.2 **(V)** (LAA 123.6)

RCO —123.6 122.2 **(V)** (KENAI FSS) (Oprs hrs Iliamna FSS clsd.)

LAKE CLARK PASS WEST RCO —121.2 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —118.8

AIRSPACE: CLASS E svc 1445–0645Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

NDB(HW–SAB/DME) 411 ILI Chan 91 N59°44.88′ W154°54.58′ At Fld.168/17E. **TWEB**.

VHF/DF —ctc ILIAMNA FSS.

DME unusable:

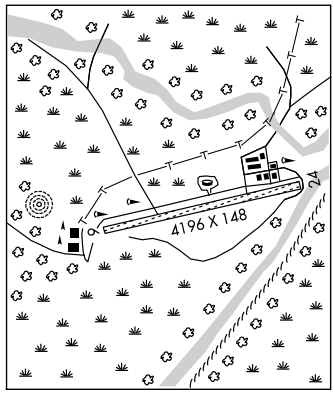
10°–20° byd 20 NM blw 12000′ 270°–300° byd 25 NM blw 7000′

20°–50° byd 25 NM blw 13000′ 300°–320° byd 25 NM blw 8000′

RADIO/NAV/WEATHER REMARKS —Iliamna FSS telephone 571–1240. For a toll free call to Kenai FSS, dial 1–866–864–1737. Contract wx obsn avbl 16 Oct–14 May 1445–0645Z‡ on 133.75 (call sign Iliamna wx) or phone 907–571–1240. DME located at 59°45.0′N 154°54.4′W. DME channel 91 paired with VHF freq 114.4. Kenai FSS provides DF service when Iliamna closed. ASOS 134.95 when Iliamna FSS closed. ATIS opr by Iliamna FSS.

§ **INDIAN MOUNTAIN LRRS** (Utopia Creek) (UTO) (PAIM) 0 S N65°59.57′ W153°42.23′ **FAIRBANKS**
UTC−9(−8DT) **H–1A, L–4I**
AF 1273 *L , 9,10① 42(GVL) 06–24 **DIAP**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–3211/4310, C907–552–3211/4310. Afld is CLOSED weekends and all federal hol. CAUTION: Winds in excess of 20 kts may produce severe turbulence. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Contact 11AF Airfield Mgt for permits 907–552–1448/4176. Rwy 24 slope 7.1% up W. Land Rwy 24, takeoff Rwy 06. Rwy 06 effective gradient 7.1% down. Visual landing zone marker panels configured IAW Air Force instruction 13–217, airport marking pattern –1. After initial radio contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ACTIVATE REIL Rwy 24 126.2 or 243.0. ①Rwy 24.



WEATHER DATA SOURCES—(AWOS–3 907–552–3211/4310 Ext 229).

COMMUNICATIONS—(CTAF 126.2)(TIE–IN FSS FAIRBANKS FAI–NOTAM PAIM)

RCO —122.6 (FAIRBANKS)

ANCHORAGE CENTER APP/DEP CON—352.0 124.6

RADIO AIDS IN NAVIGATION

UTOPIA CREEK NDB(HW) 272 UTO N65°59.70′ W153°41.67′ At Fld./21E.
NDB unusable:
210°–240° and 340°–355° all alts and distances

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. NDB may be shutdown without prior notice. No standby beacon transmitter.

INIGOK (See DEADHORSE)

ISLAND LAKE SEAPLANE (See KENAI)

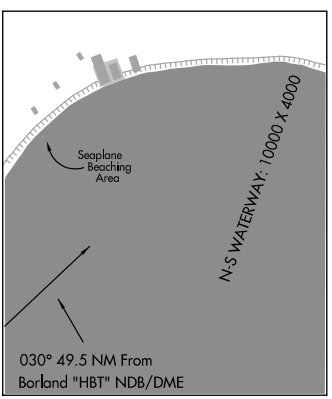
ISLAND LAKE SEAPLANE (See WASILLA)

§ **IVANOF BAY SEAPLANE** (KIB) 0 S N55°53.85′ W159°29.32′ UTC−9(−8DT) **COLD BAY**
00 –100 N–S

SEAPLANE REMARKS —Unattended. Acft can use beach. No beach at high tide. Violent turbulence during high winds. Community abandoned. Dock destroyed. Beach has steep bank. Beach covered with rocks up to 12″. Seaplane Facility is no longer used. 1550′ x 25′ airstrip near beach. Suitable for general aviation acft. Airstrip also serves as road.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM SDP OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



JAKES BAR (See McCARTHY)

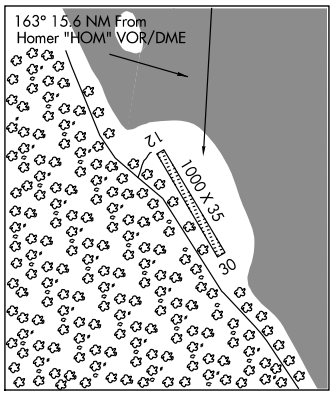
§ **JAKOLOF BAY** (4Z9) 0 N N59°27.13′ W151°31.34′ UTC−9(−8DT) **SEWARD**
5 10(GVL) 12–30

AIRPORT REMARKS —Unattended. Area subject to tidal flooding and debris; under water at + 18 ft tide, possible logs during high tide. Rwy 12–30 doglegs. Rwy 12–30 loose rocks 3″ X 6″. High terrain south of arpt, recommend left turn Rwy 12 dep and rgt turn Rwy 30 dep. Rwy 30 rgt tfc. Rwy used as access and staging area for kayakers. Rwy 12–30 narrows to 10′ at SE end.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡–NOTAM HOM OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



JENSENS

FORT JENSEN (AK6Ø) 0 NE N57°53.11′ W157°05.81′ UTC−9(−8DT) **KODIAK**
PVT 240 47(GVL) 06–24 **H–2J, L–2J, 3C**

AIRPORT REMARKS —Unattended. Rwy not maintained. Soft during spring thaw.

WEATHER DATA SOURCES— (WX CAM).

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

JOHNSONS LANDING (See BEAR LAKE)

JOHNSTONE POINT N60°28.86′ W146°35.96′ **ANCHORAGE**
(H)ABVORWDME 116.7 JOH Chan 114 061° 33.3 NM to Merle K (Mudhole) Smith. **H–1B, L–1A, 3E, 4H**
47/27E. **TWEB.**
VORTAC unusable:
080°–100° byd 20 NM blw 11,000′
100°–150° byd 20 NM blw 25,000′
150°–170° byd 10 NM blw 20,000′
170°–185° byd 10 NM blw 15,000′

RCO —122.1 (JUNEAU FSS)

JONES LANDING SEAPLANE (See BIG LAKE)

JONESVILLE MINE (See SUTTON)

JUNEAU DOWNTOWN N58°18.08′ W134°25.24′ **JUNEAU**
RCO —122.15 (JUNEAU FSS) **L–1B**

JUNEAU FSS —122.2 (E)

ALSEK RCO —121.4
CAPE SPENCER RCO —122.6
CORDOVA RCO —123.6 122.2 (E)
DUNCAN CANAL RCO —122.1
GUSTAVUS RCO —122.65 (V)
HAINES RCO —122.6 (V)
HOONAH RCO —122.35
JOHNSTONE POINT RCO —122.1
JUNEAU DOWNTOWN RCO —122.15
LENA POINT RCO —122.25
MIDDLETON ISLAND RCO —122.05(E)
MOUNT EYAK RCO —122.5
MOUNT FANSHAW RCO —121.0
NAKED ISLAND RCO —122.3
POTATO POINT RCO —122.4
ROBERT BARRON RCO —121.1
SKAGWAY RCO —122.4
THOMPSON PASS RCO —122.55
VALDEZ RCO —122.2(V)
WILLIAMS MOUNTAIN RCO—122.55
YAKATAGA RCO —122.5
YAKUTAT RCO —123.6 122.2(E)

JUNEAU

JUNEAU HARBOR SEAPLANE (5Z1) 0 N N58°17.93′ W134°24.47′ UTC−9(−8DT) JUNEAU

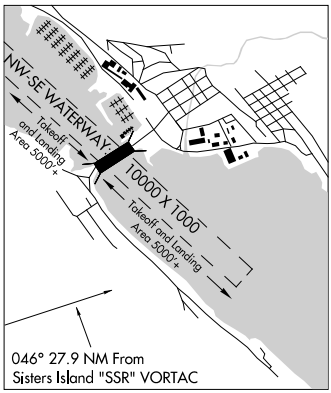
P(ANG) 00 –100 NW–SE

SEAPLANE REMARKS —Unattended. Harbor boat traffic. 45.7′ clearance between bridge and water. Harbor gate open Mon–Fri 1700–0100Z‡. Other times use marine channel 16 or 73 for access to float area or call 907–586–5255 Mon–Fri 0100–0830Z‡, Sat–Sun 1700–0830Z‡.

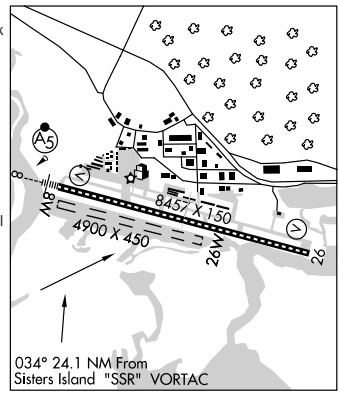
WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 123.05) (TIE–IN FSS JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **JUNEAU INTL** (JNU) (PAJN) 7 NW N58°21.30′ W134°34.58′ (AOE) UTC−9(−8DT) **JUNEAU**
P 21 BL*5, *6, *8, 9 ①, 10 ②, 11 H84(ASP–GRVD) 08–26 S–75, D–200, 2S–175, 2D–340, 2D/2D2–500 **H–1C, L–1B IAP, AD**
SERVICE—S4 **FUEL**—(80, 100LL, A1 +), LHOX



AIRPORT REMARKS—Attended continuously. Landing fee. Class I, ARFF Index B. PAEW Mon–Sat 0000–1000Z‡ AER Rwy 26. Rwy 08–26 PAEW adjacent E 3000′ south side Mon–Sat 0000–1000Z‡. Heavy equipment between Twy E1 and Twy F1 north of Twy A. Wildlife and birds on and in vicinity of arpt. Increased helicopter/light acft activity Apr 15–Oct 1 entire length on Gastineau Channel and within 5 mi of arpt. Paragliding activity 3 mi N of arpt in the vicinity of Thunder Mtn and over Gastineau Channel nears downtown Apr 15–Oct 1 6000′ and below. Airframe/powerplant svc for single/twin propeller engine acft turbin and avionics. Fuel avbl thru arpt svcs on UNICOM or 907–789–0055 or 907–789–5600. Military contract fuel avbl. Rwy 08 rgt tfc. Rwy 08 and Rwy 26 RVR touchdown and rollout avbl. National Guard 24 hr PPR due to ltd parking, C907–789–3366. 1630–0100Z‡ weekdays ctc Guard Ops, 10 minutes prior to ldg on 124.65. Mountainous background restricts controllers vis of approach Rwy 26. Rwy 08 VASI aligned approximately 13° right of rwy centerline and is not visible on rwy centerline. Rwy 08 VASI unusable byd 06° left of course. TPA 1500′AGL for large turbine acft, 1000′AGL for fixed wing acft and 500′AGL for helicopters. Compass rose located on Twy G at east end of Twy A near AER Rwy 26. LDIN lgts Rwy 08. Rwy 08–26 sand used to enhance rwy friction may not meet FAA specs. For HIRL Rwy 08–26, MALSR Rwy 08 and REIL Rwy 26 ctc JNU twr on freq 118.7. When twr closed ctc JNU FSS on freq 118.7. VASI Rwy 08 and Rwy 26 operate 24 hrs. VASI Rwy 26 usable only within 2 NM. See Special Notices and General Notices for additional information on ops in Juneau area. ①Rwy 08, TCH 46′. GS 3.5°. Rwy 26, TCH 52′. GS 3.0°. ②Rwy 26.

WEATHER DATA SOURCES—(ASOS 907–789–1243) (LLWAS) (WX CAM).

COMMUNICATIONS—(CTAF 118.7) (UNICOM 122.95) (ATIS 135.2) (TIE–IN FSS JUNEAU JNU–NOTAM JNU)

RADIO—122.2 118.7 **(E)**

JUNEAU DOWNTOWN RCO—122.15 (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON—133.9

TOWER—278.3 118.7 120.7 (Apr 1–Sep 30 1500–0800Z‡. Oct 1–Mar 31 1600–0500Z‡.) **GND CON**—121.9 **NG OPS**—124.65 64.70

AIRSPACE: CLASS D svc 1 April–Sept 30 1500–0800Z‡ 1 Oct–Mar 31 1600–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION—(VOT 111.0)

COGHLAN ISLAND NDB(HWZ) 212 CGL N58°21.56′ W134°41.97′ 071° 3.9 NM to Fld./23E.
NDB unusable:
270°–324° byd 35 NM 220°–270° byd 24 NM blw 13000′
325°–050° byd 30 NM

LDA/DME LOC unusable byd 30° N of course. Coverage and use restricted to LDA apch procedures.

RADIO/NAV/WEATHER REMARKS—Ctc Juneau FSS for airport advisory service on 118.7 when twr is clsd. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. For a local call to JNU AFSS call 907–789–7380. For a toll free call to Juneau FSS outside area dial 1–866–297–2236. Juneau Area Wind System (JAWS) provided as operational test only. LDA/DME located 7659′ out from the approach thld Rwy 08. Between May and Sep an additional Tower freq of 120.7 will be in use. Its use will be announced via the ATIS. All other times use 118.7.

§ **JUNEAU INTL SEAPLANE** (JNU) (PAJN) 7 NW N58°21.30′ W134°34.58′ UTC−9(−8DT) **JUNEAU**
21 B –49 08W–26W **H–1C, L–1B IAP, AD**
SERVICE—S4 **FUEL**—(NC–80, 100LL, A1+)

SEAPLANE REMARKS—Attended continuously. Wildlife and birds on and in vicinity of seaplane base. Transient dock avbl for public use for up to six acft, SW corner.

WEATHER DATA SOURCES—(ASOS 907–789–1243) (LLWAS) (WX CAM).

COMMUNICATIONS—(CTAF 118.7) (UNICOM 122.95) (ATIS 135.2) (TIE–IN FSS JUNEAU JNU—NOTAM JNU)

TOWER—278.3 118.7 120.7 (1500–0800Z‡)

RADIO/NAV/WEATHER REMARKS—Contact Juneau Tower on freq 118.7 for taxi, take–off and landing instructions. Waterlane controlled by Juneau Tower. Taxiing acft should taxi clockwise around the outer edge of float pond. Between May and Sep an additional Tower freq of 120.7 will be in use. Its use will be announced via the ATIS. All other times use 118.7.

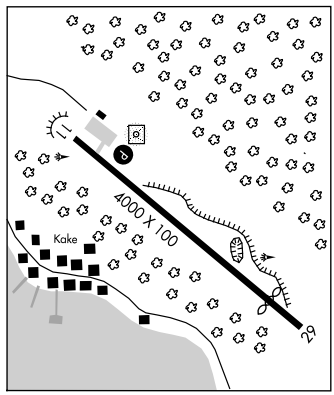
KAARUK N67°40.04′ W149°49.50′ **FAIRBANKS L–4J**
RCO—122.4 (FAIRBANKS FSS)

KACHEMAK N59°38.48′ W151°30.02′ **SEWARD**
NDB(ABHW) 277 ACE at Homer arpt./24E. **TWEB.** **H–1B, 2K, L–1A, 2J, 3D, 4F**

KAKE

§ **KAKE** (AFE) (PAFE) 1 W N56°57.68′ W133°54.62′ UTC−9(−8DT) **JUNEAU**
P 172 L4, 10 ① 12 ② H40(ASP) 11–29③ **H–1C, L–1C**

AIRPORT REMARKS —Unattended. Arpt CLOSED to acft pver 12,500 lbs GWT, except PPR from arpt safety and security, DOT and public facilities, P.O. Box 112506, Juneau, AK 99811–2506, phone 907–465–1786. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Recommend daylight ops only. High terrain N, E, and S of arpt. Shallow depressions 4 inches deep 40′ in diameter, 375′ from apch end Rwy 29 N side. Smaller shallow depressions full length and width of rwy. Standing water after rain. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Rwy 11 rgt tfc. Birds, bear and deer on and invof rwy. Rwy 11 slope 0.6% up SE. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11, REIL Rwy 11—CTAF. ①Rwy 11. ②Rwy 11. TCH 35′. GS 3.0°. ③Rwy 29 thld dsplcd 1000′. **IAP**



WEATHER DATA SOURCES —(AWOS–3 135.25 907–785–3124) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡—NOTAM AFE OT CTC JUNEAU JNU)
RCO —121.3 (SITKA FSS) **RCO**—122.65 122.175 (SITKA FSS)
ANCHORAGE CENTER APP/DEP CON—132.18

RADIO AIDS TO NAVIGATION
NDB (MHW/DME) 223 AFE Chan 91 N56°57.84′ W133°54.71′ At fld. 170/21E.
NDB Unusable:
340°–040° byd 15 NM blw 12500′
041°–090° byd 15 NM blw 12500′
091°–135° byd 20 NM blw 4600′
265°–280° byd 15 NM blw 4900′
281°–310° byd 15 NM blw 10000′
311°–340° byd 10 NM blw 12500′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. DME Chan 91 paired with VHF freq 114.4.

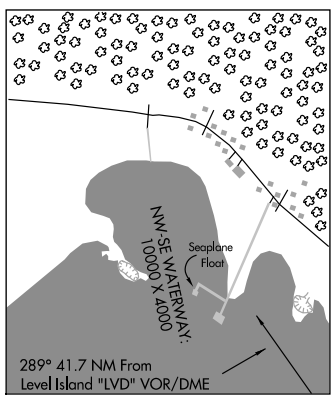
KAKE SEAPLANE (KAE) 0 SW N56°58.28′ W133°56.74′ UTC−9(−8DT) **JUNEAU**
P 00 –100 NW–SE

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡—NOTAM AFE OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



KAKO (See RUSSIAN MISSION)

KALAKAKET CREEK AS (1KC) 1 S N64°25.47′ W156°50.60′ UTC−9(−8DT) **FAIRBANKS**

AF 1598 40(GVL) 09–27 **H–1B, 2J, L–3C, 4I**

AIRPORT REMARKS —Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e–publishing.af.mil/shared/media/epubs/afi10–1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or COM: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB, AK 99506. CALP contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy restricted to helicopter ops only. 1980′ mountain 3000′ northwest of rwy. Winds in excess of 10 kts from 300′–360′ may produce severe turbulence. Rwy not maintained, condition unknown. Recommend visual inspection prior to lndg.

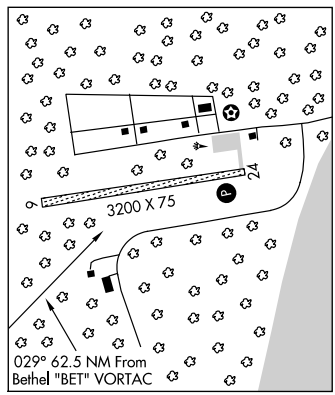
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **KALSKAG** (KLG) (PALG) 1 W N61°32.18′ W160°20.48′ UTC−9(−8DT) **McGRATH**

P 55 BL4, 12① 32(GVL) 06–24 **L–3C**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 06 rgt tfc. Rwy 06–24 2″–3″ deep ruts 1350′–1500′ and 1900′ from Rwy 24 thld. Rutting centerline of rwy. ACTIVATE Rotating bcn—CTAF. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 24—CTAF. ①Rwy 24, TCH 25′. GS 3.0°. **IAP**



WEATHER DATA SOURCES—(ASOS–3 119.025 907–471–2434) (WX CAM).

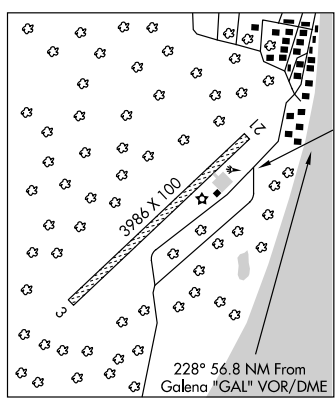
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM KLG)
ANCHORAGE CENTER APP/DEP CON —251.05 118.15

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KALTAG** (KAL) (PAKV) 1 SW N64°19.14′ W158°44.48′ UTC−9(−8DT) **NOME**

P 181 BL4 40(GVL) 03–21 **L–3C, 4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 21 slope 0.3% up SW. Snow removal ops dur winter, monitor CTAF. Rwy 03–21 soft when wet. Rwy 03–21 end marked with lights and reflective cones. ACTIVATE MIRL Rwy 03–21—CTAF. **IAP**



WEATHER DATA SOURCES—(ASOS 135.25 907–534–2272) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM KAL)
ANCHORAGE CENTER APP/DEP CON—290.2 127.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

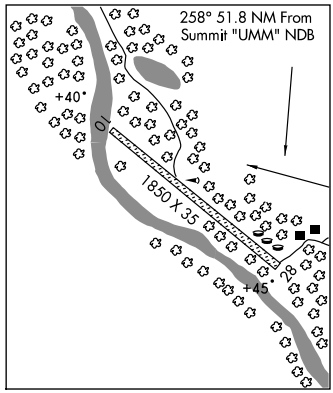
KANTISHNA

§ **KANTISHNA** (5Z5) 2 NW N63°32.50′ W150°59.64′ UTC−9(−8DT) **ANCHORAGE**
P 1575 18(GVL) 10–28

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Private rotorwing use prohibited, except in case of emergencies. Rwy 10–28 usable width 35′ due to brush encroachment and erosion. Rwy edges and thld unmarked. Road east side of rwy. Rwy in canyon, subject to strong wind shears. Rwy 10–28 not monitored. Rwy 10–28 slopes downhill 2% to NW. Rwy doglegs at NW end. Very limited parking avbl for transient acft. Rwy 28 rgt tfc.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

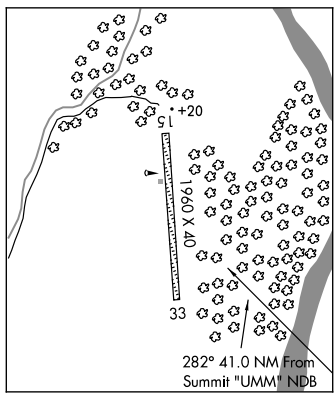


§ **STAMPEDE** (Z9Ø) 25 NE N63°44.92′ W150°19.77′ UTC−9(−8DT) **ANCHORAGE**
P 1850 19(TURF) 15–33

AIRPORT REMARKS —Unattended. Rwy unmaintained and not monitored. Commercial or business use of this airstrip is prohibited except under permit with the National Park Service. Private rotorwing use prohibited, except in case of emergencies. Loose rock to 2″, tree and brush along both sides, bldgs at N end.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN–FSS FAIRBANKS FAI—NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

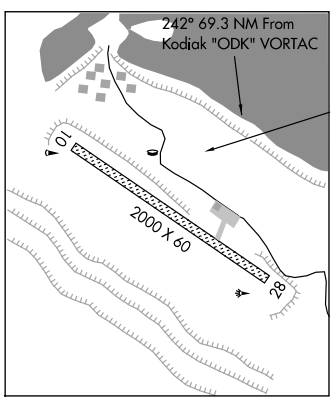


§ **KARLUK** (KYK) (PAKY) 1 E N57°33.97′ W154°27.23′ UTC−9(−8DT) **KODIAK**
P 137 20(GVL) 10–28

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Mountains on south side of rwy and hills +2 miles SE of Rwy 28 thld. During summer ops embankments and safety areas soft, rwy rough with 5″ ruts. Rwy 10–28 NSTD markings, rwys marked with reflective cones and thld markers, segmented circle obscured by brush. Rwy 28 windsock unreliable. Rwy 28 rgt tfc.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **KARLUK LAKE SEAPLANE** (KKL) 0 W N57°22.02′ W154°01.66′ UTC−9(−8DT) **KODIAK**

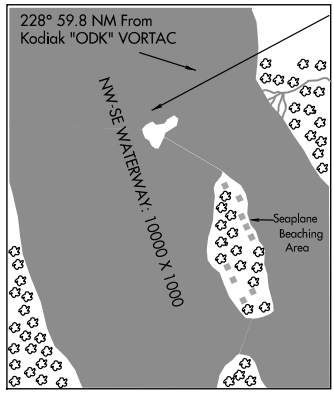
368 –100 NW–SE

FUEL —(NC–80)

SEAPLANE REMARKS —Unattended. N–S prevailing winds. Good beaching area in front of main building. Fuel emergency only.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



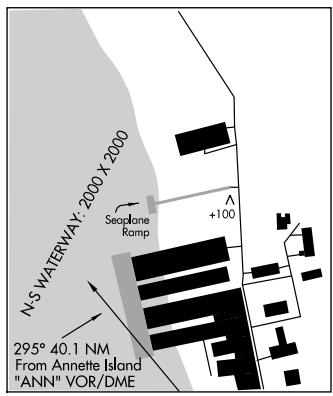
§ **KASAAN SEAPLANE** (KXA) 0 W N55°32.24′ W132°23.85′ UTC−9(−8DT) **KETCHIKAN**

00 –20 N–S

SEAPLANE REMARKS —Unattended. Exposed to SE and NW winds. Some swells may be encountered when wind out of SW. Boats may be tied to SPB back/float.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.



§ **KASIGLUK** (ZØ9) (PFKA) 2 S N60°52.40′ W162°31.46′ UTC−9(−8DT) **BETHEL**

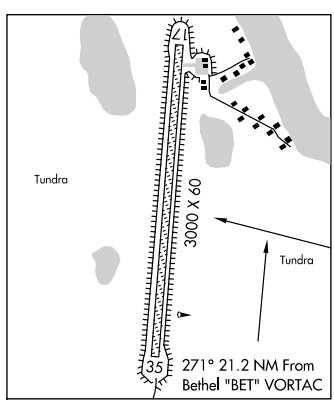
P 48 L4 30(GVL) 17–35 **L–3C**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 17–35 several dips across rwy sfc between 500′–1200′ from rwy thld Rwy 35. Thld Rwy 35 unusable: slopes uphill 1.5°, soft sfc with grass and brush. Rwy 17–35 slopes up to S end 1.0% grade. Wind indicator may be unreliable. ACTIVATE MIRL Rwy 17–35—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



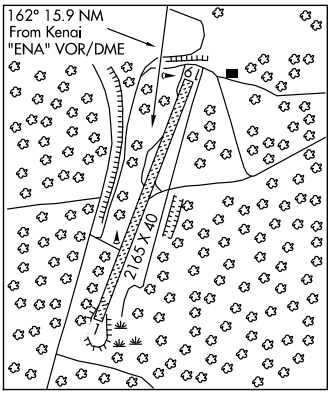
KASILOF (5KS) 2 N N60°21.20′ W151°15.77′ UTC−9(−8 DT) **ANCHORAGE**
P 125 21(GVL) 01–19

AIRPORT REMARKS —Unattended. State maintenance on irregular basis. Rwy cond not monitored, recommend visual inspection prior to use. All–terrain vehicle traffic may be on rwy. There are 3 inch deep circular ruts from all–terrain vehicle traffic on the rwy. Rwy 01–19 marked with reflective panels. Rwy edge not marked. The windsock is below the tree line and may be unreliable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Automated FSS 283–7211.



KASITSNA BAY

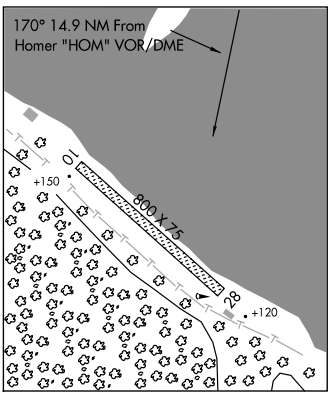
§ **KASITSNA** (5Z7) 0 N N59°28.13′ W151°34.39′ UTC−9(−8DT) **SEWARD**
5 8(GVL) 10–28

AIRPORT REMARKS —Unattended. Apch to Rwy 28 blocked by hill, rwy has slight dogleg, rwy flooded at 16.5′ tide. Large rock on beach approximately midpoint of landing area. Rwy 10 rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡–NOTAM HOM OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



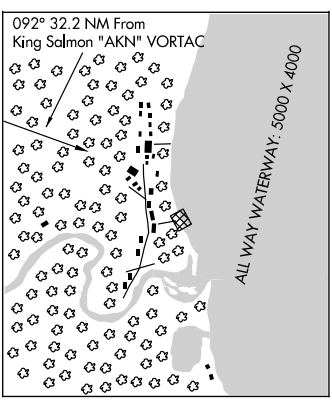
KATMAI NATIONAL PARK

§ **LAKE BROOKS SEAPLANE** (5Z9) 0 W N58°33.29′ W155°46.64′ UTC−9(−8DT) **KODIAK**
36 –50 ALL–WAY

SEAPLANE REMARKS —Unattended. Acft maint 1,000′ AGL in vicinity of Brooks Camp. Heavy bear and human concentration. Landing and takeoffs or taxiing within 50 yards of bears is prohibited. Surface ops are limited to idle maneuvers within 200 yards of Brooks Camp Beach on Naknek Lake. Step taxi ops, initiation of takeoffs and landings within this zone is prohibited. Buoys note no–wake area.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



KELSO

SOUTHWEST WASHINGTON RGNL WA (KLS) (KKLS) 2 SE N46°07.08′ W122°53.90′ (LRA) UTC−8(−7DST) SEATTLE
P 20 BL4, 10①, 12 H44(ASP) 12–30 S–75, D–46, 2D–74 H–1E
SERVICE—S4 **FUEL**—(NC–100LL, JET A) IAP

AIRPORT REMARKS —Attended Winter 1600–0100Z‡, Summer 1600–0200Z‡. 24 hr self–service credit card fuel facility. Numerous flocks of birds on and invof arpt. Rwy 12 rgt tfc. Rwy 12–30 NSTD spacing MIRL. ACTIVATE MIRL Rwy 12–30—CTAF. Flight Notification Service (ADCUS) available. ①Rwy 12, TCH 37′ GS 4.0°. Rwy 30, TCH 40′ GS 4.0°.

WEATHER DATA SOURCES —(AWOS–3 135.075 360–577–1964)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS SEATTLE SEA–NOTAM KLS)

RCO—122.25 (SEATTLE FSS)
RCO—122.55 (SEATTLE FSS)
Ⓡ **SEATTLE CENTER APP/DEP CON**—317.6 124.2

RADIO AIDS TO NAVIGATION

BATTLE GROUND (H) VORTACW BTG 116.6 Chan 113 N45°44.87′ W122°35.49′ 309° 25.7 NM to fld. 253/21E.

KELSO NDB (MHW) 256 LSO N46°09.33′ W122°54.76′ 148° 2.3 NM to fld.
NDB unusable:
020°–120° byd 15 NM 180°–340° byd 10 NM
120°–180° byd 15 NM

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

KELSO N46°09.33′ W122°54.76′ SEATTLE

NDB (MHW) 256 LSO 148° 2.3 NM to Southwest Washington Rgnl.
NDB unusable:
020°–120° byd 15 NM 180°–340° byd 10 NM
120°–180° byd 15 NM

KEMUK MOUNTAIN N59°41.37′ W158°00.67′ KODIAK

RCO —122.55 (DILLINGHAM FSS) (Monitored by KENAI FSS when DILLINGHAM FSS clsd.) L–3C

KENAI FSS —122.65 121.3 (E)

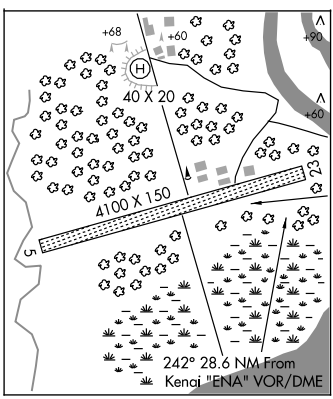
AKHIOK RCO —122.6
ANCHORAGE RCO —255.4 122.55 Use freq. 122.55 (ANC RCO) for filing, activating, and canceling flight plans in the Anchorage Bowl Area. 122.2
ANCHORAGE RCO —122.3 (V)
ANIAK RCO—122.45 (E)
ANVIK RCO —122.4
BETHEL RCO —255.4 122.65 122.2(E)
CANTWELL RCO —122.5
CAPE NEWENHAM RCO—122.3
CAPE ROMANZOF RCO—122.1
COLD BAY RCO —123.6 122.2 (V) Opr hrs COLD BAY FSS clsd.
DILLINGHAM RCO —123.6 122.3 (V) Opr hrs DILLINGHAM FSS clsd.
EMMONAK RCO—122.55
FAREWELL RCO —122.1 (V)
GULKANA RCO —255.4 122.2 (V)
HOMER RCO —123.6 122.2 (E) Opr hrs HOMER FSS clsd.
HOOPER BAY RCO—122.4
ILIAMNA RCO 123.6 122.2 (V) Opr hrs ILIAMA FSS clsd.
KEMUK MOUNTAIN RCO —122.55 Monitored by KENAI FSS when DILLINGHAM FSS clsd.
KING COVE RCO —122.25 Opr hrs COLD BAY FSS clsd.
KING SALMON RCO —255.4 122.2 121.9 (E) 121.9 avbl when King Salmon twr clsd.
KIPNUK RCO—122.6
KODIAK RCO—119.8 Avbl when Kodiak twr clsd.
LAKE CLARK PASS EAST RCO —121.1
LAKE CLARK PASS WEST RCO—121.2
McGRATH RCO —123.6 122.65 122.2 (V) Opr hrs McGRATH FSS clsd.
MEKORYUK RCO—122.0
NELSON LAGOON RCO —122.4 Opr hrs COLD BAY FSS clsd.
NIKISHKA RCO —122.0
OLD HARBOR RCO —122.5
PALMER RCO —123.6 122.4 Opr hrs PALMER FSS clsd.
PAXSON RCO —122.3
PILLAR MOUNTAIN RCO —122.1
PLATINUM RCO —122.5
PORT HEIDEN RCO —122.0
PRIBILOF RCO —122.5
QUINHAGAK RCO—122.1
ST MARY'S RCO—122.35
ST PAUL ISLAND RCO —122.45
SAND POINT RCO —122.3 Opr hrs COLD BAY FSS clsd.
SEWARD RCO —122.6
SOLDOTNA RCO —122.35
SPARREVOHN RCO —122.5
STUCK RCO —122.1
SUMMIT RCO —122.6 (V)
TAHNETA PASS RCO —122.4
TALKEETNA RCO —123.6 122.2 Opr hrs TALKEETNA FSS clsd.
TATALINA RCO —122.3
TOGIAK RCO —122.25
UNALASKA RCO —122.6 Opr hrs COLD BAY FSS clsd.
WOODY ISLAND RCO —122.2 (V)

KENAI

DRIFT RIVER (3AK5) 26 W N60°35.33′ W152°09.72′ UTC−9(−8DT)
PVT 30 BL4 41(GVL) 05–23

McGRATH
H–1B, 2K, L–1A, 3D, 4F

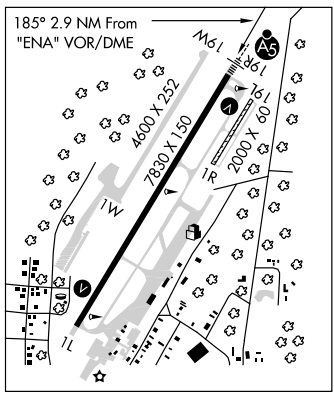
AIRPORT REMARKS —Attended continuously. Acft should remain well clear of tank farm and dock areas due to fumes from tankers.
COMMUNICATIONS—(CTAF 122.7) (UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



DRIFT RIVER HELIPORT (3AK5) 26 W N60°35.33′ W152°09.72′ UTC−9(−8DT) **McGRATH**
PVT 30 B 40X20(GVL) H1 **H–1B, 2K, L–1A, 3D, 4F**
HELIPORT REMARKS —Attended continuously. Acft should remain well clear of tank farm and dock areas due to fumes from tankers.
COMMUNICATIONS—(CTAF 122.7) (UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —LD call to Kenai FSS dial 907–283–7211.

§ **ISLAND LAKE SEAPLANE** (2R3) 9 N N60°42.27′ W151°18.69′ UTC−9(−8DT) **ANCHORAGE**
140 –50 06–24
SEAPLANE REMARKS —Attended Mon–Fri 1700–0200Z‡. No trans svcs avbl.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA—NOTAM ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KENAI MUNI** (ENA) (PAEN) 0 N N60°34.40′ W151°14.69′ UTC−9(−8DT) **ANCHORAGE**
P 99 BL5, 6, 8, 9 ①10 ② H78(ASP–GRVD) 01L–19R S–75, D–150, 2D–250 **H–1B, 2K, L–1A, 3D, 4F**
01R–19L **IAP, DIAP, AD**
SERVICE—S2 **FUEL** —(NC–100LL, A)
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 01L: TORA–7830 TODA–7830 ASDA–7830 LDA–7575
RWY 19R: TORA–7830 TODA–7830 ASDA–7575 LDA–7575
AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Class I, ARFF Index A. Unscheduled aircraft over 30 passenger seats PPR. Ctc arpt manager 907–283–7951 or 907–283–7879. Flocks of migrating birds 10 NM radius of arpt spring thru fall; moose on arpt. 24 hour credit card fuel avbl—call 907–283–4542. Landing fee for aircraft over 4,000 lbs. Transit parking under 10,000 lbs south terminal ramp; overflow over 10,000 lbs and helicopters north terminal ramp. Portions of terminal ramp, Twys G and J and all Twy H not visible fr twr. Wx avbl from Kenai twr ATIS or from FSS when Kenai twr clsd. Rwy 19R, MALSR. Rwy 01L rgt tfc. Rwy 19R touchdown RVR avbl during twr operating hrs only. ACTIVATE REIL Rwy 01L and VASI Rwys 01L and 19R—CTAF. When twr clsd HIRL Rwy 01L—19R set at Step 3 to chg intst ctc Kenai FSS. ACTIVATE MALSR Rwy 19R when twr clsd—CTAF. ①Rwy 01L TCH 53′. GS 3.0°. Rwy 19R TCH 51′. GS 3.0°. ②Rwy 01L.



WEATHER DATA SOURCES —(ASOS 120.3 907–283–6513) (LAWRS) (TWEB ENA 117.6) (TWEB IWW 379).
COMMUNICATIONS—(CTAF 121.3) (ATIS 120.3) (TIE–IN FSS KENAI ENA–NOTAM ENA)
RADIO —122.65 121.3 (LAA 121.3 when twr clsd.) (E)
ANCHORAGE CENTER APP/DEP CON—379.1 125.7
TOWER —239.3 121.3 (May 1–Sep 30 1500–0700Z‡, Oct 1–Apr 30 1600–0600Z‡.) **GND CON** —121.9
AIRSPACE: CLASS D svc effective May 1–Sep 30 1500–0700Z‡ Oct 1–Apr 30 1600–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION
(H)ABVORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.72′ 185° 2.9 NM to Fld.109/25E. **TWEB.**
WILDWOOD NDB(ABHW) 379 IWW N60°35.92′ W151°12.67′ 194° 1.8 NM to Fld.92/19E. **TWEB.**
ILS 108.9 I–ENA Rwy 19R. Class IE.
RADIO/NAV/WEATHER REMARKS —LC to Kenai FSS dial 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737.

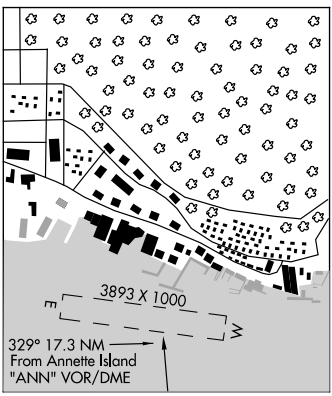
§ **KENAI MUNI SEAPLANE** (ENA) 0 N N60°34.32′ W151°14.85′ UTC−9(−8DT) **ANCHORAGE**
97 B –46 01W–19W **H–1B, 2K, L–1A, 3D, 4F**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP, DIAP, AD**
SEAPLANE REMARKS —Kenai Muni Seaplane Base controlled by Kenai twr dur published hours of operation. Rwy 01W–19W CLOSED to acft ops Nov thru Apr. Wx avbl fm Kenai ATIS or fm automated FSS when Kenai twr clsd. 24 hour credit card fuel avbl—call 907–283–4542. Pattern alt 700′ AGL for seaplane base. Waterway 19 rgt tfc. For noise abatement all acft arriving to 01W and departing on 19W make final apch and cross wind turns south of beachline unless otherwise authorized by ATC. Water lndg area not visible fm twr.
WEATHER DATA SOURCES —(ASOS 120.3 (907) 283–6513) (LAWRS) (TWEB ENA 117.6) (TWEB IWW 379)
COMMUNICATIONS—(CTAF 121.3) (UNICOM 122.95) (ATIS 120.3) (TIE–IN FSS KENAI ENA—NOTAM ENA)
RADIO —122.65 121.3 (LAA 121.3 when twr clsd.) (E)
ANCHORAGE CENTER APP/DEP CON —379.1 125.7
TOWER 239.3 121.3 (May 1–Sep 30 1500–0700Z‡, Oct 1–Apr 30 1600–0600Z‡.) **GND CON** —121.9
AIRSPACE: CLASS D svc effective May 1–Sep 30 1500–0700Z‡ Oct 1–Apr 30 1600–0600Z‡ other times CLASS E.
RADIO/NAV/WEATHER REMARKS —LC to Kenai FSS dial 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737.

KENAI RIVER AIRPARK (See SOLDOTNA)

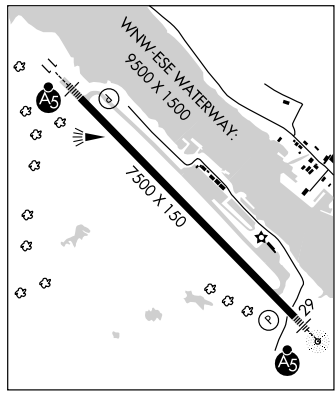
KETCHIKAN FSS —123.6 122.2 5631 2866 (E) (1515–0615Z‡ OT CTC JUNEAU FSS)
ANNETTE ISLAND RCO —122.4
BOCA DE QUADRA RCO —119.3
HIGH MOUNTAIN RCO —121.2 (E)
KLAWOCK RCO —122.25
RATZ MOUNTAIN RCO —122.15
SUNNY HAY MOUNTAIN RCO —120.9

KETCHIKAN

§ **KETCHIKAN HARBOR SEAPLANE** (5KE) 0 W N55°20.67′ W131°39.81′ (LRA) UTC−9(−8DT) **KETCHIKAN**
00 –39 E–W
SERVICE—S4 **FUEL** —(NC–100, A)
SEAPLANE REMARKS —Attended daylight hrs. Special Air Traffic Rules—Part 93 and Standard VFR arr and dep procedures and pattern information, see Regulatory Notices. Common for logs to be in channel where landing. Ctc Ketchikan Radio 123.6 prior to arriving for traffic advisories. Boat tfc and debris in harbor. Fuel avbl 1 Jun–30 Sep 1400–0500Z‡, 1 Oct–31 May 1600–0300Z‡. No public piers, docks or facilities.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.95) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)
RADIO —123.6 122.2 5631 2866 **(E)**
RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. HF frequencies unavailable when Ketchikan FSS clsd.



§ **KETCHIKAN INTL** (KTN) (PAKT) 1 W N55°21.24′ W131°42.67′ LRA UTC−9(−8DT) **KETCHIKAN**
P 89 BL 5, 6, 8, 12① H75(ASP–GRVD) 11–29 S75, T200, **H–1D, L–1C**
TT300 WNW–ESE **IAP, AD**
FUEL — (100LL, A)



AIRPORT REMARKS —Special Air Traffic Rules–Part 93, and standard VFR arr and departure procedures and pattern information, see Regulatory Notices. Attended Sep–May 1500–0630Z‡, Jun–Aug 1500–0700Z‡. Class I, ARFF Index B. USCG helipad located at N55–21–27.6 W131–42–19.8 invof Ketchikan Intl arpt and Seaplane Base. Helipad is for USCG MED–VAC missions only. POC is Commander CG District 17, 709 W 9th St, RM 661. Box 25517 Juneau, AK 99802, 907–463–2247/2000. Terrain causes turbulence on arrival and departure routes. WX permitting rgt tfc for Rwy 11 for light single/twin engine acft. No snow or ice removal when arpt not attended. Surface condition reports reflect conditions while arpt attended only. Rwy 11 and Rwy 29 RVR touchdown and rollout avbl. No landing fee for general aviation acft under 6000 lbs on rwy. Landing fee for float plane for use of seaplane base float and for multi-engine acft. Air taxi and boat tfc in harbor. Floating debris may be in waterway. W end of arpt dock is clsd Nov 1 to Apr 1 annually. Ferry between arpt and city operates continually while arpt attended. Birds on and in vicinity of airport. Deer in vicinity of arpt. Fuel avbl at 122.95 or call (907) 247–5701 from 1530–0530Z‡, after hours call 907–617–4897. Military contract fuel avbl. All acft prior to operating on apron or taxiway must contact Ketchikan FSS and advise intentions. Rwy 11–29 sand used to enhance rwy friction may not meet FAA specs. Be alert: See Regulatory Notices—KETCHIKAN INTERNATIONAL AIRPORT SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS. See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). When KTN FSS clsd, ACTIVATE HIRL Rwy 11–29, MALSR Rwy 11, MALSR Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 opr continuously. Rotating bcn opr continuously when KTN FSS clsd. Rwy 11 PAPI OTS indef. ① Rwy 29, TCH 49′. GS 3.0°. Rwy 11, TCH 50′. GS 3.6°.

WEATHER DATA SOURCES —(ASOS (907) 247–8801) (WX CAM).

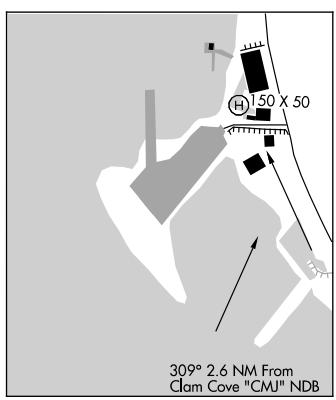
COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.95) (ATIS 134.45) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)
RADIO —123.6 122.2 5631 2866 **(E)** (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON– 284.6 118.5

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION—(VOT 111.0)
CLAM COVE NDB(HW) 396 CMJ N55°20.72′ W131°41.78′ At Fld.15/21E.
NDB unusable beyond 15 NM.
VHF/DF ⓑ—contact KETCHIKAN FSS DF OTS indef.
ILS/DME 109.3 I–ECH Chan 30 Rwy 11. Class IT. Localizer unusable byd 25° left of course, byd 15° right of course.

RADIO/NAV/WEATHER REMARKS —For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380. VHF/DF antenna located at Annette Island. DF unuse 350°–100° byd 5 NM all altitudes and 100°–350° byd 25 NM blw 1500′. ATIS operated by Ketchikan FSS.

KETCHIKAN (TEMSCO H) (17AK) 4 NW N55°22.98′ W131°44.10′ UTC−9(−8DT) **KETCHIKAN**
PVT 20 150 X 50 (CON) S6



HELIPORT REMARKS —Unattended. Private heliport except for emergencies prior permission for use is required. Ctc TEMSCO on 130.3 or phone 907–225–5141 for ldg permission. Helicopter ldg, tkof and opr in seaplane tiedown and pullout area prohibited. Ldg and tkof of wheeled airplanes prohibited. Located NE corner of Peninsula Point Pullout.

COMMUNICATIONS—(TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡ OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

§ **MURPHYS PULLOUT SEAPLANE** (8K9) 5 NW N55°23.38′ W131°44.28′ UTC−9(−8DT) **KETCHIKAN**

P 00 –100 NE–SW

SEAPLANE REMARKS —Unattended. Boats may be tied to SPB dock/float ramp. No public float plane parking avbl. Auto dial phone for FSS ATIS Hospital USCG and spill response avbl.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

§ **PENINSULA POINT PULLOUT SEAPLANE** (9CØ) 4 NW N55°23.08′ W131°44.30′ UTC−9(−8DT) **KETCHIKAN**

P 00 –90 NE–SW

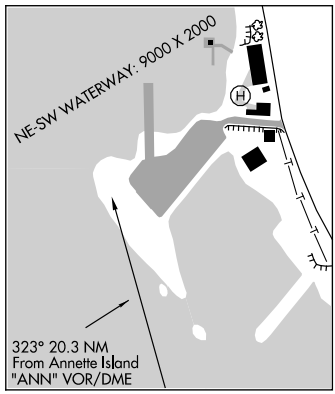
SERVICE—S4 **FUEL**—(NC–100LL)

SEAPLANE REMARKS —Unattended. Landing and tkof of wheeled airplanes prohibited. TEMSCO Helicopter landing pads adj to basin, helicopters in vicinity at low altitudes. For fuel, maint and parking ctc 907–225–0337.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO AIDS TO NAVIGATION—LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



KIANA

§ **BOB BAKER MEM** (IAN) (PAIK) 1 N N66°58.56′ W160°26.19′ UTC−9(−8DT) **NOME**

P 166 BL4 34(GVL) 06–24 **L–4I**

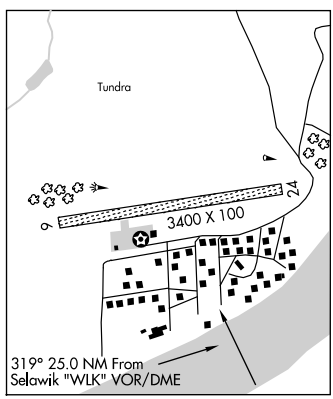
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 24 slope 0.7% up SW. Rwy 06–24 marked with reflective thld cones. ACTIVATE MIRL Rwy 06–24 and rot bcn—CTAF. **IAP**

WEATHER DATA SOURCES—(AWOS–3 119.025 907–475–2004) (WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM IAN OT CTC FAIRBANKS FAI)

ANCHORAGE CENTER APP/DEP CON—263.0 119.2

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **KING COVE** (KVC) (PAVC) 4 NE N55°06.98′ W162°15.97′ UTC−9(−8DT) **COLD BAY**
P 155 BL4, 10①, 12② 35(GVL) 07–25 **L–2J**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. 16 + Kt winds in NE, E, NW quadrants. Wind funnels down canyon west of Rwy 07. Rwy 07–25 soft during spring breakup and after heavy rain. Rwy safety area 4000X125. 24″ dropoff on both sides of rwy. ACTIVATE PAPI and REIL Rwy 07 and Rwy 25—CTAF. ①Rwy 07, Rwy 25. ②Rwy 07. Rwy 25, TCH 25′. GS 3.0°.

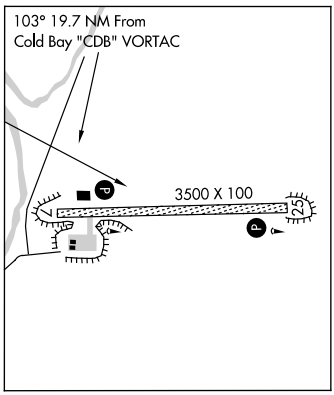
WEATHER DATA SOURCES—(ASOS 118.325 907–497–4279) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM KVC OT CTC KENAI ENA)

RCO—122.25 (COLD BAY FSS) (Oprs 1700–0300Z‡ OT ctc Kenai FSS)

ANCHORAGE APP/DEP CON—278.3 118.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

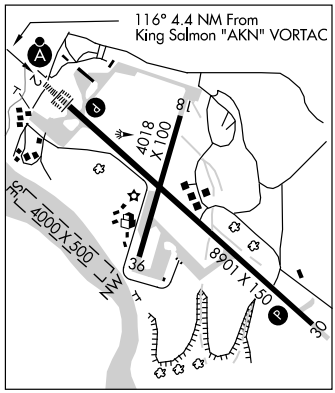


KING SALMON

§ **KING SALMON** (AKN) (PAKN) 0 SE N58°40.59′ W156°38.92′ UTC−9(−8DT) **KODIAK**
P(AF) 73 BL6, 7, 8, 12 ① H89(ASP–GRVD) 12–30 S–67, D–90, 2S–175, 2D–335 **H–1B, 2J, L–2J, 3C**
18–36 S–30, D–50 **IAP, DIAP, AD**
SERVICE—S4 **FUEL** —100LL, A, B

A—GEAR

Rwy 12 BAK–12(B) ② _____ BAK–12(B) ②,
BAK–12(B), ② Rwy 30
(1190′) (4357′) (945′)



AIRPORT REMARKS —Attended 1700–0100Z‡. Class I, ARFF Index A. Arpt maint duty hrs 1700–0200Z‡. East apron pavement crumbling, possible foreign object damage hazard. Jet aircraft be alert during run-up to avoid damage with jet wash. Arpt hazard reporting only performed for 30 passenger seat acft. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager Post Office Box 65, King Salmon, AK 99613. ARFF equip staffed during periods of air carrier activity only. Snow, ice removal and hazard condition performed and reported during maintenance duty hrs. 1″ dip on centerline 1850′ from apch end Rwy 36 extends to 3″ dip 25′ on west edge. 200′ safety area apch end Rwy 12. Flocks of large migratory birds in vicinity during season. Off pavement ops by acft, including helicopters, not authorized at the air carrier apron. No ldg, parking or tkofs permitted from dirt or grass. No locked wheel turns on ramps. Civilian transient parking on SE ramp only, other parking longer than 48 hours requires permit. Pvt jets may park on the SE section of the E ramp, call arpt mgr at 907–246–3325 for info. No customs avbl. USAF facilities minimally opr by civilian contractors with limited support capability. Call to confirm opr hrs not later than 24 hrs in advance of expected arrival. Air Defense Alert Fighters may scramble at any time. Any one or all 3 arresting cable barriers may be across Rwy 12–30 at any given time. (AF) Rwy 18–36 not inspected for military operations. Ftr acft coordinate desired barrier configuration or engagement as early as possible. Expect at least 30 minute delay for short–notice requirement. Military ftrs/emergency diverts call Harmony before 100 NM inbound on 391.2/140.1. Non–emergency/non–ftr acft call King Salmon Ops 24 hr point normally monitors CTAF during opr hrs. All fighter acft expect reduced separation; similar approach characteristics and day −3000′; dissimilar approach characteristics and/or night −6000′; ahead/behind formation landing −6000′. Rwy 12 touchdown runway visual range avbl Aug 1–Jun 14 1700–0500Z‡ RCR updated as required during 11th AF ftr flying window. Aircrews coordinate for RCR checks with King Salmon Ops at other times. Acft ops restricted to low apch apch/full stop ldg only. Flights originating outside Alaska refer to the U.S. Air force–Foreign Clearance Guide. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. When twr closed ACTIVATE MIRL Rwy 18–36, HIRL Rwy 12–30, ALSF2 Rwy 12, PAPI Rwy 12 and Rwy 30—CTAF. ①Rwy 12, TCH 66′. GS 3.0°. Rwy 30, TCH 41′. GS 3.0°. ②Rwy 12 BAK–12 rqrs 30 min notice. 1200′ run out.

WEATHER DATA SOURCES—(ASOS 907–246–7506) (TWEB AUB 355). (WX CAM).

COMMUNICATIONS—(CTAF 352.05 121.9) CTAF frequency 121.9 simulcast with 352.05. **(PTD 372.2) (ATIS 128.8) (TIE–IN FSS KENAI ENA–NOTAM AKN)**

RCO—255.4 122.2 121.9 Frequency 121.9 avbl when twr clsd. (E) (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON—354.0 124.8

TOWER —279.5 118.3 (U) (1 Aug–14 Jun 1700–0500Z‡ 15 Jun–31 Jul 1700–0700Z‡. Frequency 118.3 and 243.0 unavailable when twr clsd.) **GND CON** —121.9

OPERATIONS —372.2

AIRSPACE: CLASS D svc Aug 1–Jun 14 1700–0500Z‡ Jun 15–Jul 31 1700–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION

(H)VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 116° 4.4 NM to Fld.95/16E. TACAN antenna offset 150′ SE.

TACAN azimuth unusable:
122°–142° byd 15 NM all alts, 122°–142° all distances blw 2900′

TACAN azimuth DME unusable:
335°–350° byd 35 NM blw 3500′

CHINOOK NDB(H–SAB/LOM) 355 AUB N58°44.23′ W156°46.70′ 116° 5.5 NM to Fld./16E. **TWEB.**

ILS/DME 110.3 I–AKN Chan 40 Rwy 12. Unusable for auto coupled apchs below 500′ MSL. ILS glide slope not coincident with PAR or PAPI. (Radar monitoring not avbl for ILS GS). LOC BC unusable byd 20° right of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KING SALMON SEAPLANE** (AKN) 0 SE N58°40.61′ W156°38.95′ UTC−9(−8DT) **KODIAK**
57 –40 NW/SE **H–1B, 2J, L–2J, 3C**
FUEL —100LL, A, B **IAP, DIAP, AD**

SEAPLANE REMARKS —Attended Mon–Fri 1700–0100Z‡. Deployed/transient Air Defense Alert FTRS may scramble at any time. Flocks of large migratory birds in vicinity during season. Landing area Rwy NW–SE also used by boats. 100LL and Jet A avbl at seaplane fr fuel truck.

WEATHER DATA SOURCES—(ASOS 907–246–7506).

COMMUNICATIONS—(CTAF 352.05 121.9) (PTD 372.2) (ATIS 128.8) (TIE–IN FSS KENAI ENA–NOTAM AKN)

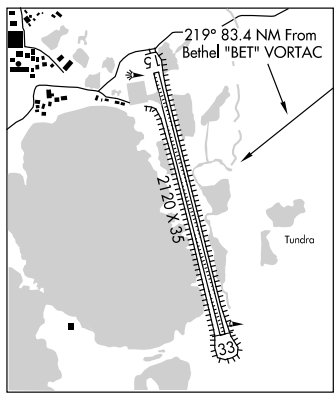
AIRSPACE: CLASS D svc 1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡ other times CLASS E.

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

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§ **KIPNUK** (IIK) (PAKI) 0 SE N59°55.98′ W164°01.83′ UTC−9(−8DT) **BETHEL**
P 11 21(GVL) 15–33 **L–3B**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Be Alert: smaller active Rwy 15–33 appears as a twy to future large rwy. Do not land on large (future) rwy it is soft, uneven, and has small ponds. Currently settling to facilitate construction. Frequent crosswinds. Windsock unreliable. Heavy bird activity near rwy. Rwy 15 eroded safely area slopes off to tundra sharply. Twr 30′ AGL unlighted 300′ NNE. Emergency rwy lgts: contact Kipnuk Village Council at 907–896–5515. Rwy 15–33 has deep ruts, heaves, and dips. Rwy 15–33 thld marked with damaged 3′ ornage cones. Rwy 33 rgt tfc.



WEATHER DATA SOURCES—(ASOS 118.325 907–896–5510) (WX CAM)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM IIK)
RCO—122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

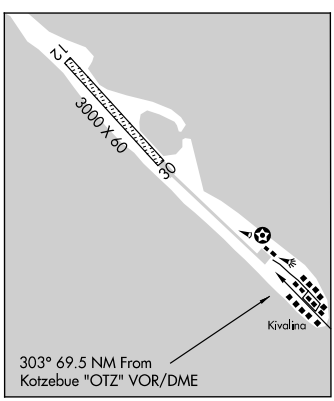
KITIMAT BC N54°03.23′ W128°40.22′ **L–1D**
NDB(HZ) 203 ZKI 345° 25.0 NM to Terrace./22E.

KITSAP WA N47°29.54′ W122°45.40′ **SEATTLE**
NDB(MHW) 206 PWT at Bremerton National/20E.
NDB unusable:
210°–310° byd 12 NM.

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§ **KIVALINA** (KVL) (PAVL) 0 NW N67°44.17′ W164°33.81′ UTC−9(−8DT) **NOME**
P 13 BL4 30(GVL) 12–30 **L–4H**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 12–30 gravel surface is loosely packed and unevenly distributed, high potential for rutting. Rwy 12–30 has numerous soft spots May thru Oct be alert. Approach to Rwy 30 over town. Birds in vicinity of dump on apch to Rwy 12. Acft parking apron located 1500′ S of Rwy 30 thld, old rwy used as twy to parking apron. Rwy 12–30 marked with reflective cones. ACTIVATE MIRL Rwy 12–30 and Rot bcn—122.8.



WEATHER DATA SOURCES—(ASOS 135.8 907–645–2160).

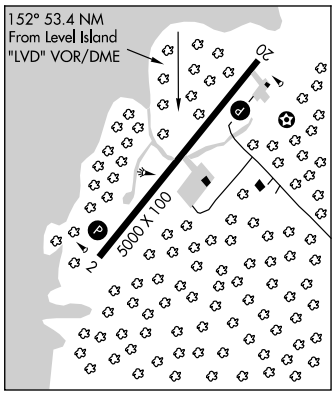
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡—NOTAM KVL OT CTC FAIRBANKS FAI)
RCO —122.55 (KOTZEBUE FSS) (1600–0900Z‡) other times ctc Fairbanks FSS.
ANCHORAGE CENTER APP/DEP CON—263.0 119.2

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KLAWOCK

§ **KLAWOCK** (AKW) (PAKW) 2 NE N55°34.75′ W133°04.56′ UTC−9(−8 DT) **KETCHIKAN**
P 80 BL4, 10②, 12① H50(ASP) 02–20 D–100 **H–1D, L–1C**
IAP

AIRPORT REMARKS —Unattended. Be alert downdraft and turbulent conditions vicinity touchdown zone Rwy 02 due to terrain and trees east of approach end of rwy. High terrain all quadrants. Recommend daylight ops only. Irregular wind conditions. Uncontrolled vehicular traffic on rwy. Birds, deer and bear on and invof arpt. Arpt CLOSED to acft over 12,500 lbs GTW, except PPR from Arpt Safety and Security, Dept of Transportation and Public Facilities, call 907–465–1786. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. CLOSED to air carrier ops with more than 30 passenger seats. Rwy 02 slope 0.8% up NE. Rwy 02–20 slopes down fm each end to lowpoint 1875′ fm Rwy 02 thld. Rwy 02 thld 3′ above lowpoint. Rwy 20 thld 65′ above lowpoint. Rwy 20 rgt tfc. PAPI Rwy 20 OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI Rwys 02 and 20, rotating bcn, windsock and apron lgts—122.25. ①Rwy 02, TCH 32′. GS 3.0° Rwy 20, TCH 28′. GS 3.0° ②Rwy 02. Rwy 20.



WEATHER DATA SOURCES—(ASOS 135.45 907–755–2641) (WX CAM).

COMMUNICATIONS—(CTAF 120.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM AKW OT CTC JUNEAU JNU)
RCO—122.25 (KETCHIKAN FSS)
ANCHORAGE CENTER APP/DEP CON—284.6 118.5

RADIO AIDS TO NAVIGATION
NDB(HW/DME) 229 AKW Chan 105 N55°34.12′ W133°04.76′ At fld. 30/24E.
NDB/DME unusable:
030°–185° blw 8,000′
300°–350° blw 8,000′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

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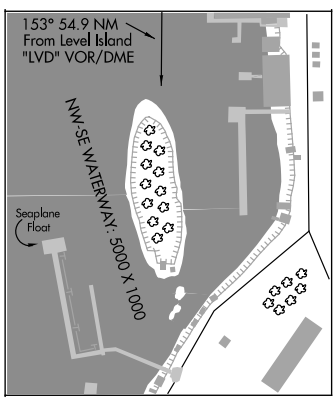
§ **KLAWOCK SEAPLANE** (AQC) 0 W N55°33.28′ W133°06.10′ UTC−9(−8DT) **KETCHIKAN**
00 –50 NW–SE
FUEL —(NC–80)

SEAPLANE REMARKS —Attended daylight hrs. Narrow channel between village and Klawak Island, reefs in channel. Boats may be tied to SPB dock/float ramp. Limited amounts of fuel at air taxi ops at float.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 120.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM AKW OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.



KLICKITAT WA N45°42.81′ W121°06.05′ **SEATTLE**
(H)VORW/DME 112.3 LTJ Chan 70 185° 6.4 NM to The Dalles Muni.3220/21E. **HIWAS.** **H–1E**

KLONDIKE YT N60°38.18′ W135°00.53′ **WHITEHORSE**
NDB (MHW) 353 ZXY 314° 4.7 NM to Whitehorse Intl./25E.

KNOB RIDGE N63°38.98′ W144°04.14′ **ANCHORAGE**
RCO —122.6 (NORTHWAY FSS) **L–1A, L–3E**

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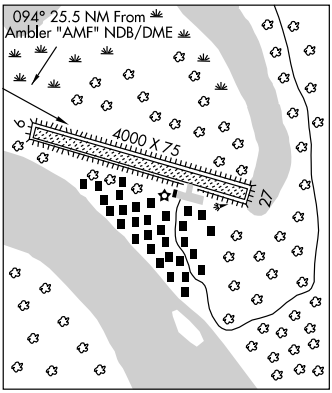
§ **KOBUK** (OBU) (PAOB) 0 N N66°54.74′ W156°53.84′ UTC−9(−8DT)
P 137 BL4 40(GVL) 09–27

FAIRBANKS
H–2A, L–4I
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. CAUTION: Powerline crosses approach end Rwy 27. Float plane operation on lake. Segmented circle not 360 degrees, blocked by gravel pile. Dip on Rwy 09 abeam slough. Parallel powerline north of rwy. Rwy 09–27 thlds marked with reflective cones. ACTIVATE MIRL Rwy 09–27—CTAF.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM OTZ OT CTC FAIRBANKS FAI)
AMBLER RCO—122.0 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON —263.0 119.2

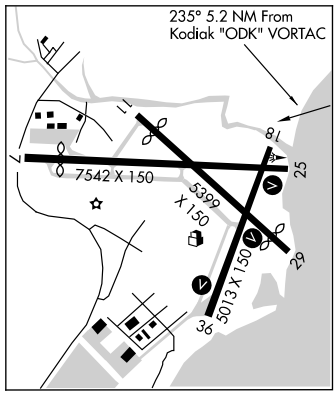
RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



KODIAK

§ **KODIAK** (ADQ) (PADQ) 4 SW N57°45.00′ W152°29.63′ UTC−9(−8DT) **KODIAK**
P(CG) 78 BL 6, 9 ①, 10 ② H75(ASP–GRVD) 07–25 ③ S–53, D–110, 2D–150 **H–1B, 2K, L–2J, 3D**
11–29 ④ S–53, D–110, 2D–150, 18–36 S–53 D–110 2D–150 **IAP, AD**

SERVICE—S2 **JASU** —5(A/M32A–86), 1(MA–1A) **FUEL** —J5(NC 100LL, A1)



RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–7542	TODA–7542	ASDA–7542	LDA–6413
RWY 11:	TORA–5399	TODA–5399	ASDA–4843	LDA–4959
RWY 25:	TORA–7542	TODA–7542	ASDA–7542	LDA–7542
RWY 29:	TORA–5399	TODA–5399	ASDA–4959	LDA–4843

AIRPORT REMARKS —Attended same as arpt maint hrs. For information on arpt call 907–487–4952 Mon–Fri 1600–0130Z‡. JASU fuel avbl for USCG only. Class I, ARFF Index A. CLOSED to air carrier OPS with more than 30 passenger seats except PPR in writing to arpt manager, P.O. Box 1500 Anton Larson Road, Kodiak, AK 99615. Personnel and equipment may be working on the rwy at any time. No snow removal or deicing for rwy, twy and ramp 0800–1400Z‡. Deer, numerous seabirds and migratory waterfowl on and in vicinity of arpt. CAUTION: First 3000′ Rwy 07 and first 2000′ Rwy 36 and associated twys not visible from twr. Portions of all taxiways not visible from twr due to vegetation growth. Fld surrounded by mountains except east. High terrain around arpt is not obstruction lighted. Mountain on approach to Rwy 07. Recommend use of Rwy 07 only by pilots familiar with terrain. Maneuvering for approach to Rwy 18, Rwy 25, Rwy 29, or Rwy 36, must be accomplished east of airfield. Takeoff Rwy 25 or Rwy 29 or landing Rwy 07 or Rwy 11 not recommended during hrs of darkness or when mountain peaks are obscured. Pilots are cautioned to thoroughly understand standard instrument approach, and missing approach procedures. Rwy 25, Rwy 29 and Rwy 36 rgt tfc. Rwy 18 slope 0.3% up S. Rwy 25 slope 0.8% up W. Rwy 29 slope 0.3% up NW. Arpt svc road within 50′ of thld on all rwys. Limited parking avbl. Closed to Part 121 unscheduled passenger carrying operations with over 30 passenger seats installed unless 24 hour written notice to airport manager and prior approval received. All transient military acft contact maintenance on 164.55 or Kodiak Air on 345.0 for Marshaller. 72 hour advance PPR rqr for access to CG ramp. Limited transient facilities avbl. (CG) PPR due to parking and fuel. Transient crew must provide technical/direction/assistance in svc/maintenance. No svc/maintenance avbl Mon–Fri 0500–1700Z‡ or Sat, Sun or holidays 0100–1700Z‡. Expect delays other times except SAR and Medevac V487–5889 C907–487–5889. All arriving acft ctc Kodiak Air on 345.0 or 164.55 for clearance onto CG ramp, Marshaller and parking svcs. BE ALERT: Taxiway to CG ramp crosses two roadways, activate crossing lights key 122.8 5 times–on 7 times–off. BE ALERT: NSTD taxi line obstruction clearance on CG ramp. CG ramp unsuitable for acft larger than a C130 wingspan (132.5 ft). Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 36 REIL are omnidirectional to accommodate circling approaches. ACTIVATE HIRL Rwys 07–25, 11–29, 18–36; REIL Rwy 25, Rwy 36, VASI Rwy 25, Rwy 29, Rwy 36 and taxiway lights—CTAF. VASI rwy reference 1420′ from threshold. ①Rwy 25, TCH 55′. GS 2.05°. Rwy 29, TCH 53′. GS 3.0°. Rwy 36, TCH 43. GS 3.75°. ②Rwy 25 and Rwy 36. ③Rwy 07 thld displaced 1129′. ④Rwy 11 thld dsplcd 440′ and Rwy 29 thld dsplcd 556′.

WEATHER DATA SOURCES —(ASOS 907–487–2442) (TWEBⓔ ODK 117.1) (TWEBⓔ RWO 394) (WX CAM).

COMMUNICATIONS—(CTAF 119.8) (UNICOM 122.8) (ATIS 135.5) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RCO —119.8 (KENAI FSS)

WOODY ISLAND RCO—122.2 (V) (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —281.4 125.1

TOWER —239.0 119.8 (E) (Oct 1–Mar 31 1530–0500Z‡, Apr 1–Sep 30 1600–0700Z‡.) **GND CON** —121.9

COAST GUARD AIR OPERATIONS (KODIAK AIR) —345.0 156.8 2182 2678

AIRSPACE: CLASS D svc Oct 1–Mar 31 1530–0500Z‡, Apr 1–Sep 30 1600–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION

(H)ABVORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 235° 5.2 NM to Fld.130/18E. **TWEB.**

VOR/DME unusable
150°–185° byd 32 NM blw 6,000′
186°–245° byd 20 NM blw 11,000′
246°–325° byd 15 NM blw 7,000′
246°–325° byd 20 NM blw 12,000′
326°–339° byd 32 NM blw 6,000′

WOODY ISLAND NDB(ABHW) 394 RWO N57°46.47′ W152°19.39′ 237° 5.7 NM to Fld./18E. **TWEB.**

ILS/DME 110.9 I–ADQ Chan 46 Rwy 25. Class IA. ILS unusable within 2.0 DME (0.7 NM from thld). LOC unusable byd 30° right of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. RCO available when twr closed.

§ **KODIAK (LILLY LAKE) SEAPLANE** (9Z3) 1 NE N57°48.16′ W152°22.96′ (LRA) UTC−9(−8DT) **KODIAK**

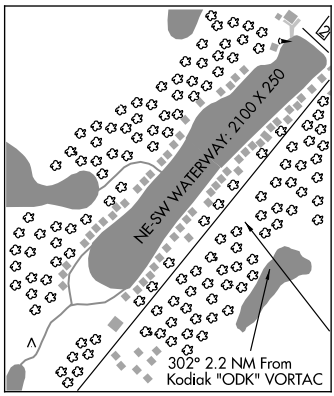
P 130 –21 NE–SW

SEAPLANE REMARKS —Unattended. Arpt CLOSED except daylight operations. Arpt CLOSED High/Low wing except 49′ and under. Numerous unlit obstructions in vicinity. CAUTION—Possible conflicting traffic between rwy to the NE and lake based acft. Rgt traffic landing NE. Land around lake is private property. All docks and ramps are privately owned.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 119.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For toll free call to Kenai FSS dial 1–866–864–1737.



§ **KODIAK MUNI** (KDK)(PAKD) 2 NE N57°48.36′ W152°22.43′ UTC−9(−8DT) **KODIAK**

P 139 25(ASP–GVL) 02–20①

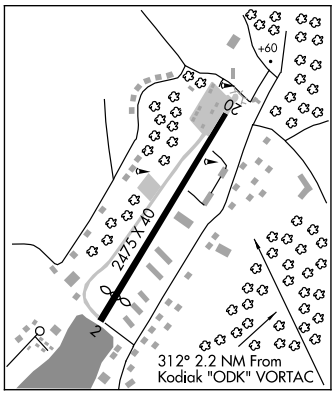
FUEL —(NC–100LL)

AIRPORT REMARKS —Attended daylight hrs. Arpt CLOSED except daylight operations. Arpt CLOSED High/Low wing except 49′ under. Numerous unlit obstructions in vicinity. Conflicting traffic with lake based acft. Rwy 02–20 cntr of rwy paved, pavement width varies from 20′ wide on Rwy 20 end to 40′ wide on Rwy 02 end. Rwy 02–20 has gravel on pavement surface. Rwy 20 road crosses apch 15′ blw thld elev 200′ fm rwy thld. Rwy 02–20 slopes up to center, no line of sight btn rwy ends. First 350′ of Rwy 02 is very steep about 5%. Rwy 02 and Rwy 20 NSTD markings, thlds marked with white paint stripe, no numbers. Rwy 02 rgt tfc. ①Rwy 02 thld dsplcd 240′.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 119.8) (UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **TRIDENT BASIN SEAPLANE** (T44) 0 N N57°46.85′ W152°23.48′ UTC−9(−8DT) **KODIAK**

00 02–20

FUEL —(NC–100LL)

SEAPLANE REMARKS —Attended continuously. Fuel avbl with credit card. Waterway 02 reef exposed on low tides at both ends of waterway. Some boat traffic, floating debris, docks, ramps, anchorage sheltered, bridge from near island to city area. During hrs that Kodiak twr opr pilots arr/dep Trident Basin shall ctc twr for tfc advisories and/or special VFR clearance as necessary, when twr clsd pilots will self announce over CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 119.8) (UNICOM 122.8) (TIE IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

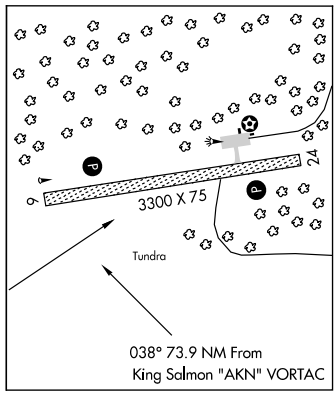
§ **KOKHANOK** (9K2) (PFKK) 2 SW N59°26.00′ W154°48.16′ UTC−9(−8DT) **KODIAK**
P 115 BL 4, 10, 12 33(GVL) 06–24 **L–2J, 3D**
IAP

AIRPORT REMARKS —Unattended. Rwy 06–24 not monitored, visual inspection prior to use. Horses on or invof rwy. 30′ unlit twr approximately 300′ north of Rwy 06–24. Rwy 06–24 NSTD markings, rwy edges marked with reflective cones and markers. ACTIVATE MIRL Rwy 06–24, PAPI and REIL Rwy 06 and Rwy 24, rotating bcn and windcone—CTAF 122.9.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —354.0 118.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



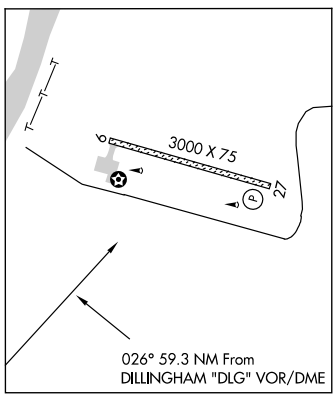
§ **KOLIGANEK** (JZZ) (PAJZ) 1 E N59°43.60′ W157°15.57′ UTC−9(−8DT) **KODIAK**
269 BL 4, 12① 30(GVL) 09–27 **L–3C**
IAP

AIRPORT REMARKS—Unattended. Rwy condition not monitored, numerous 18″ dips, recommend visual inspection prior to use. Loose rocks on surface up to 4″ diameter, numerous heaves and humps up to 18″, and 4″ deep ruts at thld Rwy 09. 6″ dips W 1000′ of rwy. Rwy 09 slope 1.1% up SE. Rwy 09 and Rwy 27 nstd markings, thld marked with lgts and panels. West windsock OTS indef, east windsock may be unreliable. Rwy 09–27 edge lights white full length of the rwy. ACTIVATE MIRL Rwy 09–27 and rot bcn—CTAF. ①Rwy 27, TCH 25′. GS 3.5°.

WEATHER DATA SOURCES —(AWOS–3 118.525 907–596–3302) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM 15 SEP–15 MAY 1645–0645Z‡, 16 MAY–14 SEP 1645–0845Z‡–NOTAM JZZ OT CTC KENAI ENA)
KEMUK MOUNTAIN RCO —122.55 (DILLINGHAM FSS) Opr 1645–0845Z‡ OT ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON —282.35 132.75

RADIO/NAV/WEATHER REMARKS—For a LD call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



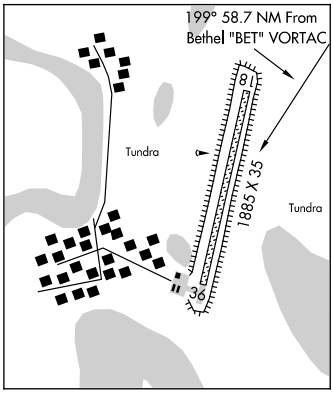
§ **KONGIGANAK** (DUY) (PADY) 8 NE N59°57.65′ W162°52.88′ UTC−9(−8DT) **BETHEL**

P 30 19(GVL) 18–36

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy rough full length. Windsock unreliable. Rwy 18 and Rwy 36 NSTD markings, rwys marked with cones and reflective thld panels—some damaged and missing. Rwy 18–36 high in center—no line of sight btn rwy ends. Rwy 18–36 ruts, dips, puddles to 3 inches S 1100′.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **KOTLIK** (2A9) (PFKO) 1 W N63°01.84′ W163°31.96′ UTC−9(−8DT) **BETHEL**

P 15 BL4 44(GVL) 02–20 **H–1A, 2J, L–3C**

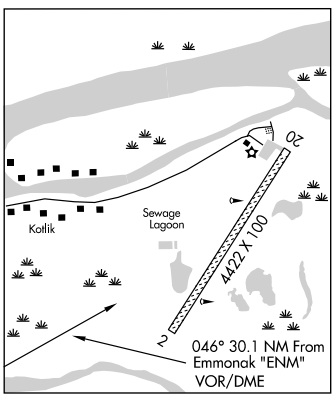
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 02–20 marked with reflective cones. Old rwy west of town—CLOSED. ACTIVATE MIRL Rwy 02–20—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)

ANCHORAGE CENTER APP/DEP CON—226.8 124.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



KOTZEBUE FSS —123.6 122.2 120.3 (V) (1600–0900Z‡ OT CTC FAIRBANKS FSS)

AMBLER RCO —122.0
BUCKLAND RCO —122.3
CAPE LISBURNE RCO —122.3
KIVALINA RCO —122.55
NOATAK RCO —122.4
POINT HOPE RCO —122.25
SELAWIK RCO —122.5

1600–0900Z‡ other times ctc Fairbanks FSS.

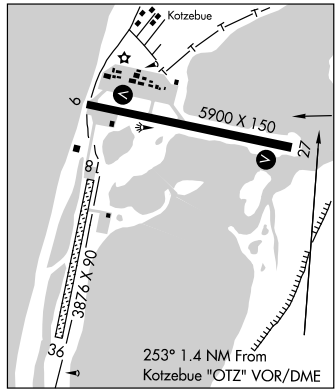
KOTZEBUE

§ **RALPH WIEN MEM** (OTZ) (PAOT) 1 S N66°53.08′ W162°35.91′ UTC−9(−8DT) **NOME**

P 14 BL4, 6, 9 ①, 10 ② H59(ASP–GRVD) 09–27 S–100, D–128, 2S–162, 2D–240, 18–36 **H–1A, L–4H**

SERVICE—S2 **FUEL** —(NC–100, A) **IAP**

AIRPORT REMARKS —Attended 1500–0600Z‡. Class I, ARFF Index B. ARFF svc avbl during periods of air carrier ops only. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing, to arpt mgr, Box 55, Kotzebue, AK 99752. Rwy 18–36 acft ops greater than 49′ wingspan approved with PPR fr arpt mgr. Parking area not lighted. No storage. Road 30′ from thld Rwy 09. Large flocks of migratory birds in vicinity during season. No snow removal or deicing between hrs of 0600–1500Z‡. Rwy condition reports will reflect conditions during day ops only 1600–0500Z‡. Snow removal/ice removal and arpt hazardous reporting only performed during duty hrs unless by prior arrangement in writing with arpt management. Uncontrolled vehicle access to Rwy 18–36. Rwy lgts 09–27 and 18–36 extend 30 inches above ground. Twys and ramps have numerous dips and rough surfaces. Gates for blocking vehicle tfc crossing Rwy 09 thld, key CTAF 7 times to lock, key 5 times on 122.65 to unlock. Pilots making ILS or LOC/DME Rwy 09 SIAP are required to lock gates prior to FAF. All other ldg Rwy 09 are requested to lock gates. See section ''C'' notices for gate control procedures. Beacon oprs by photo electric eye. Photo cell controlled lighted 360′ twr approximately 3 NM southeast (66°50.4′N 162°34.1′W). Arpt sand larger gradation than FAA recommended/see AC150/5200–30. HIRL Rwy 09–27 and MIRL Rwy 18–36 oprs 1600–0900Z‡ other hrs ACTIVATE—CTAF. ACTIVATE REIL and VASI Rwys 09 and 27—CTAF. ①Rwy 09, TCH 39′, GS 3.0°. Rwy 27, TCH 57′, GS 3.5°. ②Rwy 09 and Rwy 27.



WEATHER DATA SOURCES —(ASOS 135.45 907–442–2279) (TWEB HHM 356) (TWEB OTZ 115.7).

COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.8) (ATIS 135.45 Operated by Kotzebue FSS.) **(TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM OTZ OT CTC FAIRBANKS FAI)**

KOTZEBUE RADIO —123.6 122.2 120.3 **(V)** (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

KOTZEBUE (H)ABVOR/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 253° 1.4 NM to Fld.120/15E. **TWEB.**

HOTHAM NDB(H–SAB) 356 HHM N66°54.08′ W162°33.86′ 204° 1.3 NM to Fld.163/15E. **TWEB.**

ILS/DME 110.7 I–OTZ Chan 44 Rwy 09.

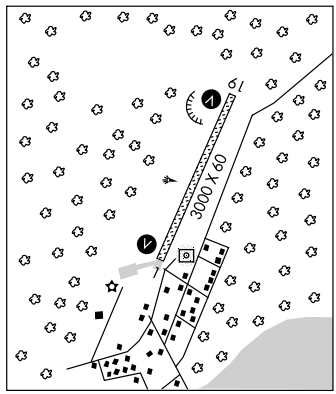
RADIO/NAV/WEATHER REMARKS —For local call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516. WSO telephone 442–3231.

KOTZEBUE N66°53.14′ W162°32.40′ **NOME**

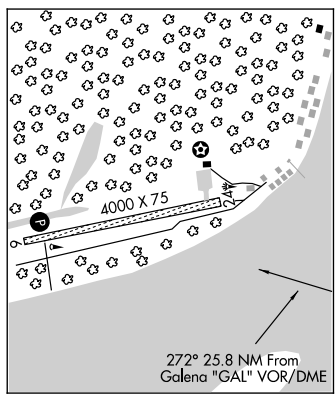
(H)ABVOR/DME 115.7 OTZ Chan 104 253° 1.4 NM to Ralph Wien Mem.120/15E. **H–1A, L–4F**

TWEB.

§ **KOYUK ALFRED ADAMS** (KKA) (PAKK) 0 NE N64°56.37′ W161°09.26′ UTC−9(−8DT) **NOME**
P 154 BL4 9① 30(GVL) 01–19 **L–3C, 4I**
AIRPORT REMARKS —Unattended. Turbulence on apch when wind from NW. CAUTION: Rwy condition not monitored recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 01–19, and VASI Rwy 01 and Rwy 19—CTAF. Rwy 19 VASI GS does not meet terrain clnc criteria except within 2½ NM of rwy. ①Rwy 01, TCH 25′. GS 3.0°. Rwy 19, TCH 32′. GS 4.0°. **IAP**
WEATHER DATA SOURCES—(AWOS–3 134.95 907–963–4000) (WX CAM).
COMMUNICATIONS—(CTAF/122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM KKA OT CTC FAIRBANKS FAI)
RCO —122.35 (NOME FSS)
ANCHORAGE CENTER APP/DEP CON—335.5 135.7
RADIO AIDS TO NAVIGATION
NDB (MHW/DME) 299 KKA Chan 83 N64°56.18′ W161°09.31′ At Fld.74/16E. DME channel 83 paired with VHF Freq 113.6. DME located at 64°56.08N 161°08.88W.
DME Unusable:
240°–270° byd 15 NM blw 5,000′
270°–360° byd 9 NM blw 10,000′
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **KOYUKUK** (KYU) (PFKU) 0 W N64°52.55′ W157°43.83′ UTC−9(−8DT) **FAIRBANKS**
P 149 BL4, 10①, 12② 40(GVL–DIRT) 06–24 **H–1A, L–3C, 4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Shallow ruts and grass encroachment length of rwy. Rwy 06–24 soft when wet. Snow removal ops dur winter months, monitor CTAF. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06, REIL Rwy 06 and rotating bcn—CTAF. ①Rwy 06. ②Rwy 06, TCH 29, GS 4.0°. **IAP**
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM FAI)
ANCHORAGE CENTER APP/DEP CON —290.2 127.0
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



KRUZOF N57°17.00′ W135°43.76′ **JUNEAU**
RCO —122.05 (SITKA FSS). OTS indef. **L–1B**

KUIU N56°36.98′ W134°03.11′ **JUNEAU**
RCO —121.3 (SITKA FSS) **L–1C**

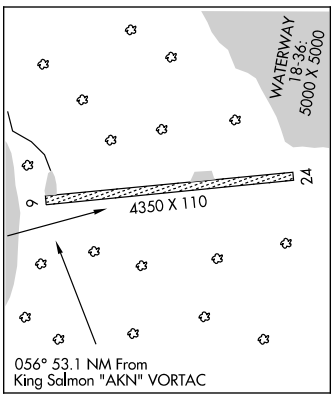
KUKULIAK N63°41.54′ W170°28.20′ **BETHEL**
(H) VORW/DME 117.3 ULL Chan 120 at Savoonga arpt.380/10E. **L–3B, 4H**
VOR/DME unusable
090°–110° byd 30 NM blw 5,000′
110°–140° byd 14 NM blw 8,000′
140°–180° byd 14 NM blw 11,500′
180°–225° byd 20 NM blw 8,500′

§ **KULIK LAKE** (LKK) (PAKL) 1 S N58°58.92′ W155°07.28′ UTC−9(−8DT) **KODIAK**
717 43(GVL) 06–24 **H–1B, 2J, L–2J, 3D**

AIRPORT REMARKS —Unattended. Use extreme ctn in high and gusty wind. Heavy bear concentration, bears frequently on rwy during summer. Landing fee. Ramp on West end of rwy privately owned. Yellow barrels mark property line. Rwy 06–24 crowns in center. No line of sight btn rwy ends. Rwy 06–24 covered uniformly with loose 2″ to 5″ stones. East half of rwy on National Park land and open to public about 2,000′. West half of rwy on private land and CLOSED to the public about 2,000′—Ctc Raymond Peterson, 4700 Aircraft Drive, Anchorage AK 99502 or call on 907–243–5448.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡ NOTAM AKN OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Iliamna FSS dial LC 571–1240.



§ **KULIK LAKE SEAPLANE** 1 S N58°58.92′ W155°07.28′ UTC–9(–8DT)
717 –50 18W–36W

SEAPLANE REMARKS —Attended daylight hours May–Sep.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

KULIS ANG (At TED STEVENS ANCHORAGE INTL)

KUPARUK

§ **UGNU–KUPARUK** (UBW) (PAKU) 0 N N70°19.85′ W149°35.85′ UTC−9(−8DT) **POINT BARROW**
PVT 67 B L4, 5, 9 ①, 10 ② 60 (GVL) 05–23 **H–1A, L–4J**

FUEL —(NC–A)

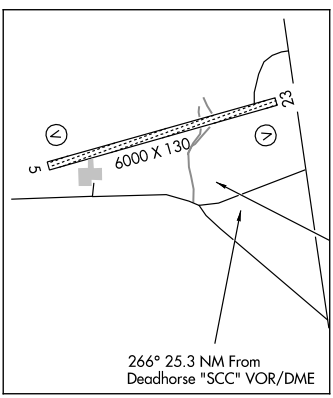
AIRPORT REMARKS —Attended continuously. PPR 24 hrs before landing call 907–659–7213. ①Rwy 05 , TCH 38′. GS 3.0°. Rwy 23, TCH 38′. GS 3.0°. ②Rwy 05 and Rwy 23.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡, OT CTC FAIRBANKS FAI–NOTAM SCC)

RADIO AIDS TO NAVIGATION

PITSAND NDB(MHW) 290 PYC N70°19.68′
W149°38.12′ At Fld.67/28E.
NDB unusable 090°–130° byd 10 NM.

RADIO/NAV/WEATHER REMARKS —For a local call to Deadhorse FSS dial (907) 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **KVICHAK (DIAMOND J)** (9Z7) 0 S N58°57.76′ W156°55.93′ UTC−9(−8DT) **KODIAK**

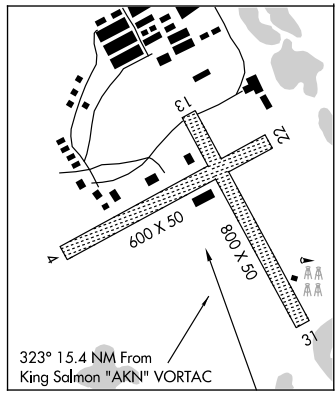
25 8(DIRT) 13–31, 04–22

AIRPORT REMARKS —Unattended. Not recommended for transient acft. No line of sight between rwys, land Rwy 13 only. 200′ unusable on Rwy 04 end. All rwys soft. All rwys brush up to 15′ high.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **KWETHLUK** (KWT) (PFKW) 1 SSW N60°47.42′ W161°26.62′ UTC−9(−8DT) **McGRATH**

P 25 BL4, 10, 12① 32(GVL) 18–36 **L–3C**

IAP

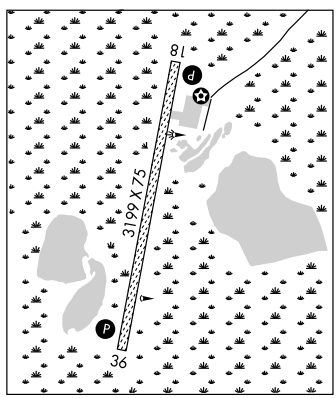
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Heaves, ruts and erosion channels along rwy sfc. PAPI Rwy 18 and Rwy 36 OTS indef. ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36 and rotating beacon—CTAF. ①Rwy 18, TCH 27′. GS 3.0°. Rwy 36, TCH 28′. GS 3.2°.

WEATHER DATA SOURCES—(WX CAM).

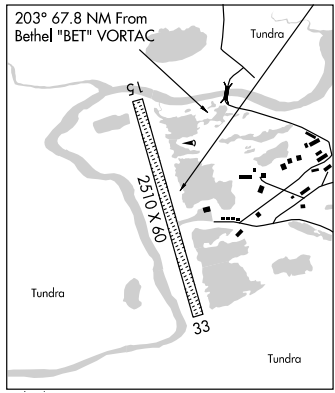
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

ANCHORAGE CENTER APP/DEP CON —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **KWIGILLINGOK** (GGV) (PAGG) 1 NW N59°52.59′ W163°10.11′ UTC−9(−8DT) **BETHEL**
P 18 25(DIRT) 15–33 **L–3C**
AIRPORT REMARKS —Unattended. Night operations prohibited, except rotary wing acft. Rwy condition not monitored, recommend visual inspection prior to using. Safety areas eroded and soft. Windsock unreliable. Segmented circle deteriorated—unusable. Rwy 15–33 dips, swells, pot holes, and ruts entire length of rwy. Rwy 15–33 marked with cones and markers, most missing and one thld panel Rwy 33. Portable rwy lights avbl for emergency use only. Ctc village police safety officer. **IAP**
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON —372.2 251.1 125.2 124.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

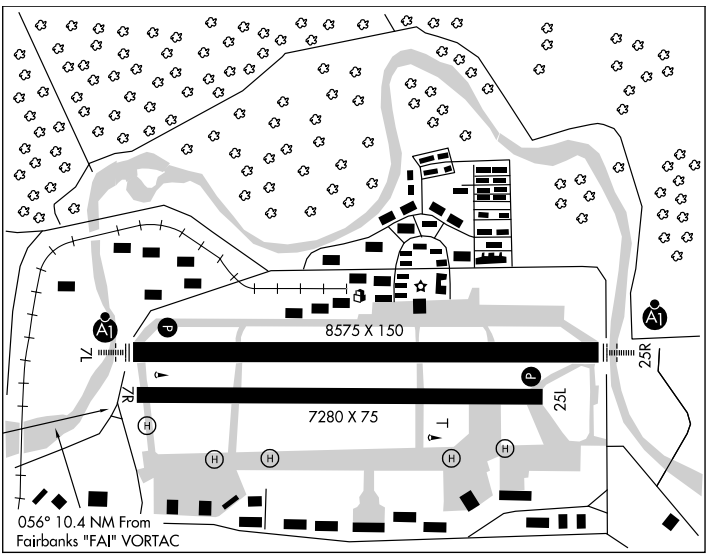


§ **KWIGILLINGOK SEAPLANE** (KWK) 0 S N59°50.20′ W163°08.42′ UTC−9(−8DT) **BETHEL**
0 –20 NW–SE
SEAPLANE REMARKS —Unattended. No svc or facilities of any type. Beaching area on river bank adjacent to village. Night operations prohibited, except rotary wing acft. Operating area in Kwigillingok River.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LABERGE YT N60°56.93′ W135°08.27′ **WHITEHORSE**
NDB(MHW) 236 JB 147° 14.6 NM to Whitehorse Intl/25E. **L–1B**

LACOMAS WA N47°00.48′ W122°33.39′ **SEATTLE**
NDB(MHW) 328 LAC 329° 4.4 NM to Gray AAF (Joint Base Lewis–McChord).101/18E. Umnto holidays.

§ **LADD AAF** Fort Wainwright (Fairbanks) (FBK) (PAFB) 2 E N64°50.20′ W147°36.97′ **FAIRBANKS**
UTC−9(−8DT) **H–1B, L–3A, 3D, 4J**
A 460 BL4, 5, 6, 7, 8, 10 ①, 12 ② H86(ASP—CON) 07L–25R PCN 36 R/B/W/T 07R–25L **IAP**
PCN 130 F/B/W/T



FUEL —J4

AIRPORT REMARKS —Opr Mon–Fri 1600–0700Z‡. CAUTION: Main road immediately off apch end of Rwy 07L and Rwy 25R. CAUTION: Lighted highway parallel to and North of Rwy 07L–25R can be confused with the runway during approach. Heavy bird activity invof arpt. Be alert; numerous night device acft ops invof Ladd AAF. Expect numerous dimly lit aircraft in the Tannana Flats and Yukon training areas during hrs of darkness, weekdays from Sep thru Apr. Unlighted twr 150′ AGL ½ NM N of arpt. All traffic patterns south of field. Rwy 07L rgt tfc. TPA R/W 1200′; F/W (Piston) 1500′; F/W (Turbine) 2000′. Firing range south of field, contact Tower or Opns for advisory. Range Control freq 38.30. Medical evacuation pad for F/W at ops ramp, R/W evacuation pad at hospital, 15 minute notice required. MEDEVAC Ops Hangar 6–24 hr ops. 24 hr PPR required for tran acft call DSN 317–353–7212/6514 coml 907–353–7212/6514. Rwy 07L–25R seasonal climatic conditions eff wt brg cap. South taxiway clsd Mon–Fri 1530–1645Z‡. Special VFR minimum; Day—R/W 300–½, F/W 500–1.Night—R/W 500–1, F/W N/A. When twr clsd ACTIVATE airfield lighting on 125.0 and Hospital Helipad lgts on 142.35. Rwy 07L–25R apch lgt system nonstandard, second bar lgts missing due to river. Rwy 07R–25L helicpoter VFR landing rwy only. Rwy 07R–25L NSTD MIRL lgts every 200′, 43′ from rwy edge. ①Rwy 07L, Rwy 25R. ②Rwy 07L TCH 60′. GA 3.0°. Rwy 25R TCH 60′. GS 3.0°

WEATHER DATA SOURCES —(ASOS 119.025 907–353–7940) (PMSV METRO 342.5 128.8) Operates 1600–0700Z‡ wkd exc hol. Wx briefing avbl 1600–0700Z‡ weekdays exc holidays. DSN 317–353–7111/6091. Briefs avbl other times 17th OWS, Hickman AFB HI, DSN 315–449–7924 C808–449–7924. No limitations above 12,000′ within 100 NM. (TWEB CUN 257).

COMMUNICATIONS—(CTAF 125.0) (ATIS 134.25) (TIE–IN FSS FAIRBANKS FAI–DL–NOTAM PAFB)

FAIRBANKS RADIO —255.4 122.6 122.2 **(E)**

Ⓡ **FAIRBANKS APP CON** —363.2 125.35 (180°–359°) 381.4 126.5 (360°–179°) **(E)**

TOWER —241.0 125.0 40.80 FM **(E)** (Mon–Fri 1600–0700Z‡ except holidays. VHF comminications from tower intermittent NE of arpt.) **GND CON** —261.3 121.7

Ⓡ **FAIRBANKS DEP CON** —363.2 327.1 125.35

BASE OPS 118.9 Mon–Fri 1600–0200Z‡ excluding federal holidays.

AIRSPACE: CLASS D svc effective Mon–Fri 1600–0700Z‡ except holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION

CHENA NDB(ABH) 257 CUN N64°50.32′ W147°29.71′ 247° 3.1 NM to Fld. 587/21E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —ASOS freq 119.275 is associated with R–2205 Yukon Training Range. ASOS freq 118.525 is associated with R–2211 Blair Lake Training Range. PMSV unmonitored when PAFB tower clsd. Visibility restricted from 020°–050° due to Hanger 1. Limited visibility restricted from 250°–350° due to control twr and buildings. During evac of Wx station ctc 17th OWS. Radar Type: circling not authorized N of Rwy 07L–25R.

LAKE BROOKS SEAPLANE (See KATMAI NATIONAL PARK)

LAKE CLARK PASS EAST N60°51.43′ W152°38.63′ **McGRATH**
RCO —121.1 (KENAI FSS) **L–3D**

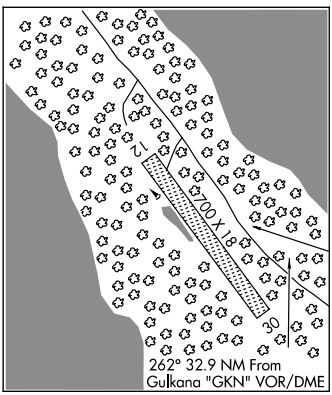
LAKE CLARK PASS WEST N60°07.49′ W154°44.72′ **McGRATH**
RCO —121.2 (KENAI FSS) **L–3D**

LAKE HOOD SEAPLANE (See ANCHORAGE)

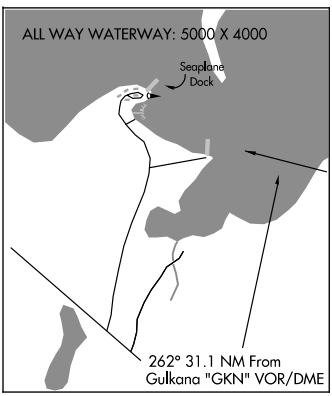
LAKE HOOD STRIP (See ANCHORAGE)

LAKE LOUISE

§ **LAKE LOUISE** (Z55) 1 NE N62°17.62′ W146°34.77′ UTC−9(−8DT) **ANCHORAGE**
P 2450 7(GVL–TURF) 12–30
AIRPORT REMARKS —Unattended. Arpt CLOSED indefinitely. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 12–30 can be soft or rutted with grass up to 6″. No facilities or maint. No radio avbl for closing flight plans. No maint. No winter maintenance.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **LAKE LOUISE SEAPLANE** (13S) 0 E N62°16.97′ W146°31.13′ UTC−9(−8DT) **ANCHORAGE**
2362 –50 ALL–WAY
SEAPLANE REMARKS —Attended daylight hours. summer. No winter maint.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



LAKE LUCILLE SEAPLANE (See WASILLA)

LAKEWOOD AIRSTRIP (See STERLING)

LAKLOEY AIR PARK (See FAIRBANKS)

LAKER OR N45°32.46′ W122°27.74′ **SEATTLE**
NDB(MHW) 332 LBH 059° 2.6 NM to Portland–Troutdale.

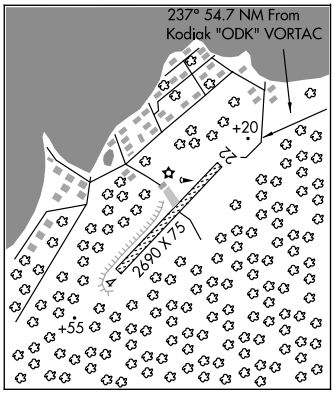
§ **LARSEN BAY** (2A3) (PALB) 0 SW N57°32.11′ W153°58.60′ UTC−9(−8DT) **KODIAK**
P 87 BL4 27(GVL) 04–22

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Small and large vehicles and obstructions on the rwy. Rwy 04–22 slopes down toward midpoint. Rwy 04 difference of 30 ft. Rwy 22 difference of 10 ft. Rwy 04 and Rwy 22 NSTD markings, rwys marked with reflective cones and flexible thld markers. ACTIVATE MIRL Rwy 04–22—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

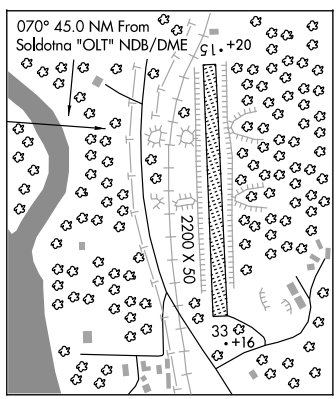


§ **LAWING** (9Z9) 1 N N60°24.67′ W149°22.21′ UTC−9(−8DT) **ANCHORAGE**
P 475 22(GVL) 15–33

AIRPORT REMARKS —Unattended. State maintenance on irregular basis. Rwy cond not monitored, recommend visual inspection prior to using. Soft during spring thaw. Rwy rolls. First 1000′ Rwy 33 ruts up to 6 inches 8–10′ rgt of centerline running parallel to rwy. Rocks to 4″ near Rwy 15–33 turnaround ends. Overrun slopes down 5%. All terrain vehicles using rwy as a road. Rwy 15–33 marked with reflective thld panels. Rwy edges not marked. Windsock below treeline may be unreliable.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM SWD)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



LAZY BAY

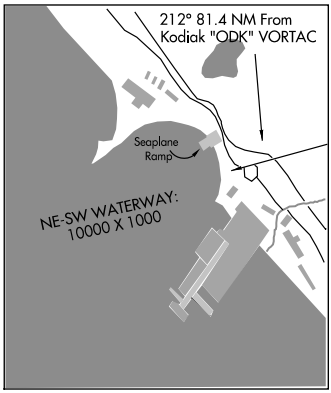
ALITAK SEAPLANE (ALZ) 0 S N56°53.97′ W154°14.87′ UTC−9(−8DT) **KODIAK**
00 –100 NE–SW

SEAPLANE REMARKS —Unattended. Subject to swells in Easterly winds. Anchorage not sheltered. Ramp damaged and unusable, beach next to ramp used for docking.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



LENA POINT N58°23.30′ W134°45.72′ **JUNEAU**
RCO —122.25 (JUNEAU FSS) **L–1B**

LEVEL ISLAND N56°28.06′ W133°04.99′ **JUNEAU**
(H)ABVOR/DME 116.5 LVD Chan 112 345° 20.6 to Petersburg James A. Johnson. **H–1C, L–1C**
100/28E. **TWEB.**
VOR/DME unusable
030°–090° byd 35 NM blw 9000′
090°–130° byd 25 NM blw 7000′
170°–200° byd 35 NM blw 6000′
260°–320° byd 25 NM blw 9000′
320°–349° byd 30 NM blw 7000′ and byd 35 NM blw 8000′
350°–030° byd 35 NM blw 12000′

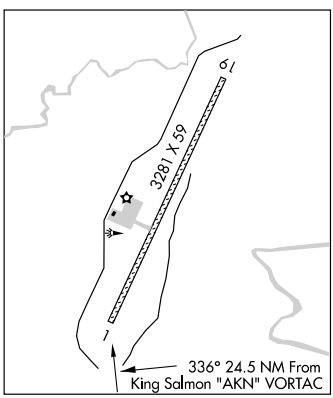
RCO —122.3 (SITKA FSS)

§ **LEVELOCK** (9Z8) 1 N N59°07.69′ W156°51.52′ UTC−9(−8DT) **KODIAK**
39 BL4, 10① 33(GVL) 01–19 **L–2J, 3C**

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend visual inspection prior to ldg. Rwy 01–19 and shoulders soft and muddy when wet, multiple 2″–4″ ruts on rwy edges and circular ruts near rwy thlds. Rwy 19 windsock may be unreliable. Rwy 01 and Rwy 19 NSTD markings, rwy edges and thlds marked with reflective cones and markers. ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. ①Rwy 01, Rwy 19.

COMMUNICATIONS—(CTAF 122.9) (UNICOM 122.95) (TIE–IN FSS KENAI ENA–NOTAM AKN)

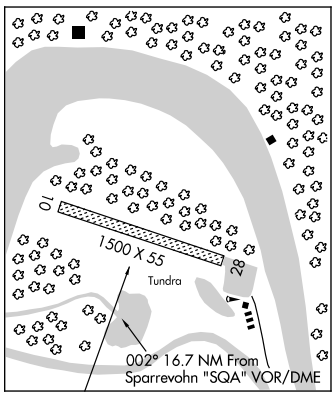
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



LEWISBURG OR N44°36.82′ W123°16.24′ **SEATTLE**
NDB(MHW) 225 LWG 169° 7.0 NM to Corvallis Muni.

§ **LEXINGTON** OR (9S9) 1 N N45°27.25′ W119°41.42′ UTC−8(−7DT) **SEATTLE**
P 1634 BL4, 9① H41(ASP) 08–26 S–12.5 **H–1E**
FUEL—(NC–100LL) **IAP**
AIRPORT REMARKS —Unattended. Fuel 24 hour credit card svc avbl. TPA 2634′ MSL 1000′ AGL. Rwy 08 slope 1.3% up E. Rwy 08–26 200′ gravel east end. ACTIVATE MIRL Rwy 08–26—CTAF. ①Rwy 08, TCH 44′. GS 3.0°. Rwy 26, TCH 59′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 134.475 541–989–8557)
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS MCMINNVILLE MMV–NOTAM PDT)
Ⓡ **PORTLAND APP/DEP CON**—269.35 132.6
RADIO AIDS TO NAVIGATION
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 225° 34.9 NM to fld. 1559/20E. **HIWAS.**
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

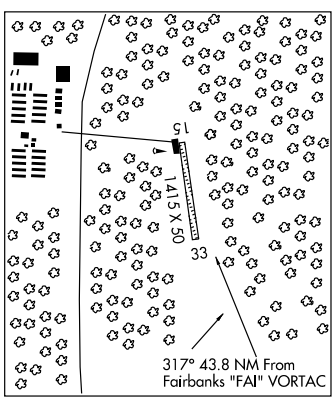
§ **LIME VILLAGE** (2AK) 0 N N61°21.55′ W155°26.42′ UTC−9(−8DT) **McGRATH**
P 545 15(GVL–DIRT) 10–28
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. NW rwy end floods dur break-up. Thld panel Rwy 10 only. Rwy 10–28 marked with orange 3′ cones.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PASV)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



LINCOLN VILLAGE AIRPARK (See WASILLA)

LIVENGOOD

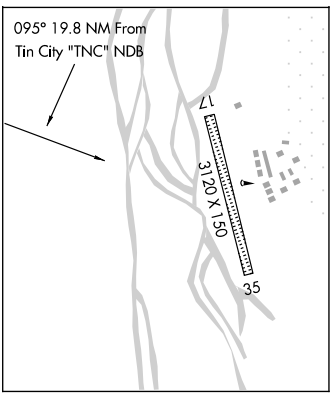
LIVENGOOD CAMP (4AK) 0 E N65°28.36′ W148°40.15′ UTC−9(−8DT) **FAIRBANKS**
P 425 14(GVL) 15–33
AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 15 and Rwy 33 NSTD markings, thld marked with reflectors obstructed by bush. Rwy edges marked with cones. No safety area overrun at N end of rwy.
WEATHER DATA SOURCES —(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



LLOYD R. ROUNDTREE SEAPLANE FACILITY (see PETERSBURG)

§ **LONELY AS** (AK71) 0 N N70°54.64′ W153°14.53′ UTC−9(−8DT) **POINT BARROW**
AF 17 BL4, 10 ① 50(GVL) 07–25 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All acft operators shall obtain a PPR number at least 24 hrs prior to intended Indg. USAF installation, all civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10-1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney's Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 AOS/AOO at DSN: 317–552–3636 or Com: 907–552–3636 for PPR numbers and CALPs. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy and Helipad not maintained, condition unkn. Recommend visual inspection prior to landing. Unlighted 150 twr ¼ NM west of arpt, unlighted 200′ twr 1 NM west of arpt. Caribou occasionally on rwy. ①Rwy 07 and Rwy 25.
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS FAIRBANKS FAI–NOTAM BRW)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LOST RIVER 2 (AK45) 3 SW Mines N65°27.37′ W167°10.53′ UTC−9(−8DT) **NOME**
PVT 220 31(GVL) 17–35 **L–4H**
AIRPORT REMARKS —Unattended. CAUTION: Rwy partially blocked by debris and barrels. Rwy 17–35 coarse loose gvl rocks to 6″, sfc irregular and rough. Rwy 17–35 marked with wooden mkrs, barrels aligned with rwy centerline extended 2500′ fr thld of Rwy 35. Suggest visual inspection prior to landing.
COMMUNICATIONS—(TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



MACKEYS LAKES SEAPLANE (See SOLDOTNA)

§ **MADRAS MUNI** OR (S33) 3 NW N44°40.21′ W121°09.31′ UTC−8(−7DT) **SEATTLE**
P 2437 BL4, 10① H51(ASP) 16–34 S75, T120, TT180 04–22 S16 **H–1E**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) LHOX RB Low and High **IAP**
AIRPORT REMARKS —Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Rwy 04–22 marked with white reflectors. Rwy 16–34 blue reflectors on twys. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 34—CTAF. ①Rwy 34, GS 3.0°.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM RDM)
SEATTLE CENTER APP/DEP CON — 257.75 128.15
RADIO AIDS TO NAVIGATION
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 356° 25.8 NM to fld. 4101/18E. **HIWAS.**
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

MAHLON SWEET FLD, OR (See EUGENE)

MANKOMEN LAKE (4AK5) 0 NE N62°59.39′ W144°28.80′ UTC−9(−8DT) **ANCHORAGE**
PVT 3050 23(GVL—DIRT) 04–22
AIRPORT REMARKS —Unattended. Rwy extremely slippery when wet. No phone avbl.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **MANLEY HOT SPRINGS** (MLY) (PAML) 0 SW N64°59.85′ W150°38.65′ UTC−9(−8DT) **FAIRBANKS**

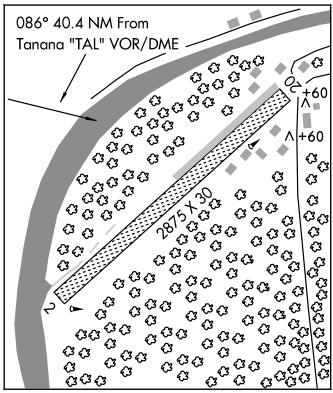
P 270 29(TURF–DIRT) 02–20

FUEL —(NC–100LL)

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 02 and Rwy 20 NSTD markings, thlds marked with reflective markers and cones. Rwy edges marked with cones.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM MLY)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



§ **MANOKOTAK** (MBA) (PAMB) 6 SE N58°55.92′ W158°54.11′ UTC−9(−8DT) **KODIAK**

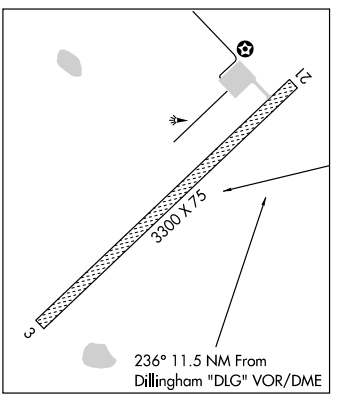
P 100 BL4 33(GVL) 03–21 **L–2J, 3C**

AIRPORT REMARKS —Unattended. Recommend visual inspection prior to use. Rwy 03 and Rwy 21 nstd markings, thld marked with lgts and cones. Rwy 03–21 edge lights white full length of rwy. Rwy 03–21 safety area dimensions 3900′ by 150′. ACTIVATE MIRL Rwy 03–21, rotating bcn and windsock lgt—CTAF. **IAP**

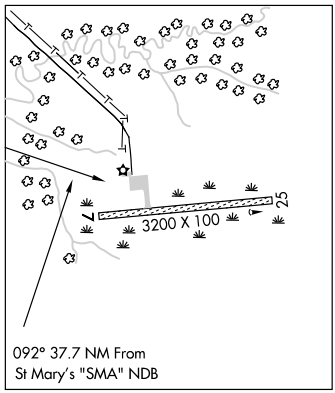
WEATHER DATA SOURCES—(ASOS 120.625 907–289–2018) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM MBA OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



MARSHALL DON HUNTER SR (MDM) (PADM) 2 SE N61°51.86′ W162°01.57′ UTC−9(−8DT) **BETHEL**
P 103 BL4, 10 32(GVL) 07–25 **L–3C**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Snow removal ops during winter, monitor CTAF. REIL right side Rwy 07 OTS indef. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07—CTAF. **IAP**
WEATHER DATA SOURCES—(ASOS 119.675 907–679–6500) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI–NOTAM MDM)
ANCHORAGE APP/DEP CON —124.0
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



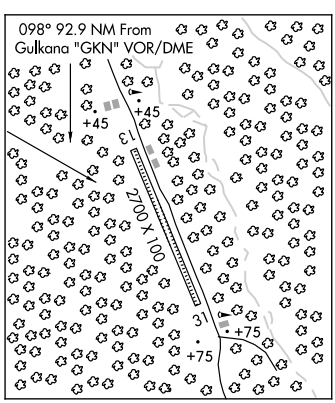
MASON CO WA N47°14.89′ W123°05.18′ **SEATTLE**
NDB(MHW) 348 MNC 232° 2.7° NM to Sanderson Fld. Unmonitored. **H–1D, 1E, L–1E**
NDB unusable:
280°–340° byd 20 NM.

MASSET BC (CZMT) 1.5 SW N54°01.63′ W132°07.50′ (AOE) UTC−8(−7DT) **KETCHIKAN**
19 L4, 10, 12① H49(ASP) 13–31② **H–1D, L–1C**
FUEL —(NC–A1)
RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–4924	TODA–4924	ASDA–4924	LDA–4924
RWY 31:	TORA–4924	TODA–4924	ASDA–4924	LDA–4674

AIRPORT REMARKS —Rwy 31 rgt tfc. Fuel avbl 1600–0200Z‡ OT ctc opr, call out charge, 250–626–5100/3995. Rwy 13–31 limited winter maint. Ridge of high ground rises 243′AGL approximately 1 NM SE of arpt. 100′ trees within 600′ of rwy edge. Only pilots familiar with local terrain should use this aerodrome during hrs of darkness. Extensive deer and geese activity invof rwy. Verify rwy unobstructed. Twy B unlgtd. ACTIVATE MIRL Rwy 12–30, PAPI and REIL Rwys 12 and 30—122.7. REIL avbl hi intst only. ①Rwy 12. Rwy 30 GS 3.5°. ②Rwy 31 thld dsplcd 250′.
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS TERRACE CYXT–NOTAM CYZP)
RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

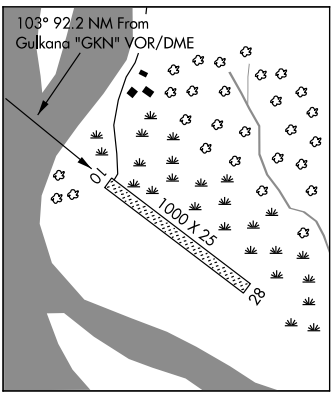
§ **MAY CREEK** (MYK) 1 S N61°20.14′ W142°41.21′ UTC−9(−8DT) **ANCHORAGE**
P 1650 27(TURF–GVL) 13–31
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 13–31 slopes up from Rwy 13 end to Rwy 31 end. Rwy 31 thld about 100′ higher. Loose rocks up to 2″ on rwy. Rwy 13 and Rwy 31 thlds marked with cones and panels, panels faded. Road adjacent East side rwy. Rwy 13 mountain 3 miles from threshold.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MXY)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



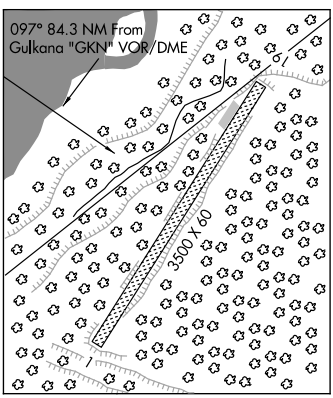
MAYO YT (CYMA) 1.5 N N63°36.98′ W135°52.01′ UTC−8(−7DT) WHITEHORSE
YUKON GOV'T 1653 BL4, 9① 48(GVL) 06–24 H–1B
FUEL —(NC–100LL, A1)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–4856 TODA–5056 ASDA–4856 LDA–4856
RWY 24: TORA–4856 TODA–5056 ASDA–4856 LDA–4856
AIRPORT REMARKS —Attended Mon–Fri. Call out charge may be levied for one or more svcs. Cracks in vicinity of rwy edge lgt and frost heaves 2000′ from thld Rwy 24 during winter. ①Rwy 06, GS 3.0°. Rwy 24, GS 3.0°.
COMMUNICATIONS—(TIE-IN FSS WHITEHORSE CYXY—NOTAM CYMA)
RADIO —122.1 (V)
RCO—126.7 (WHITEHORSE FSS)
RADIO AIDS TO NAVIGATION
NDB(BH) 365 MA N63°37.72′ W135°53.58′ At Fld/27E.
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

McCARTHY

§ **JAKES BAR** (AKØ) 13 SE N61°13.12′ W142°53.39′ UTC−9(−8DT) ANCHORAGE
P 1052 10(GVL) 10–28
AIRPORT REMARKS —Unattended. Rwy suitable only for conventional geared acft. Rwy condition not monitored, recommend visual inspection prior to landing. Subject to turbulence in any wind. Rwy surface very rough. Rocks up to 6″ in diameter. Grass and weeds up to 12″ over entire surface.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA—NOTAM ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **McCARTHY** (15Z) (PAMX) 1 NE N61°26.22′ W142°54.22′ UTC−9(−8DT) ANCHORAGE
P 1531 35(GVL) 01–19 L–1A, 3E
AIRPORT REMARKS —Unattended. Irregular winter maintenance. Rwy condition not maintained, recommend visual inspection prior to landing. Apch to Rwy 01 over old McCarthy Arpt. Hill 2 miles from Rwy 19. Rwy 01 and Rwy 19 thlds marked with cones and panels. Rwy edges marked with cones. Segmented circle overgrown.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MXY)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



SWIFT CREEK (AK31) 3 SW N61°24.67′ W143°00.07′ UTC−9(−8DT) ANCHORAGE
PVT 1225 20(TURF) 16–34
AIRPORT REMARKS —Unattended. Creek and sharp ditches close to rwy 5 approximately ½ mile.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

McCHORD FLD (JOINT BASE LEWIS–McCHORD) WA (Tacoma) (TCM) (KTCM) 3 S N47°08.26′ W122°28.59′ AOE UTC–8(–7DT) **SEATTLE**

AF 322 BL6, 7, 8 11, 12① H101(ASP–CONC–GRVD) 16–34 S–155, D–220, 2D–390, 2D/2D2–800–PCN 55 R/B/W/T 162–342 2S–175 **H–1D, 1E DIAP**

JASU —(MD–3M), 1(MD–3), 1(MA–1A), (AM32A–60), 1(MC–11)

FUEL —JET A1+, SP, 0–128, 0–133, 0–148, 0–156, SOAP, SP, De–Ice, PRESAIR, LHOX LOX

A—GEAR

Rwy 16 E–5 BAK–12(B) (240′ OVRN) — (2450′) — (1668′) BAK–12(B) E–5 Rwy 34 (102′ OVRN)

AIRPORT REMARKS — Ops continuously. See FLIP AP/1 Supplementary Arpt Remarks. RSTD–PPR includes scheduled AMC missions due to limited ramp space, transient acft parking extremely ltd. 24 hr prior coordination req. Base OPS DSN 382–5611, C253–982–5611. All inbound acft must ctc command post no later than 30 min prior to ldg. AMC acft opr rstd during bird watch condition moderate (tkof and ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and severe (tkof and ldg prohibited without OG/CC approval), ctc PTD/ATIS/Command Post for current bird watch conditions. Transient aircrews conducting local area low–level training missions must receive local procedure/restricted briefing from 62 OSS/OSK at DSN 382–3615, C253–982–3615. CAUTION–When performing pre–tkof engine runup, align acft so that debris is blown toward ADTAC alert hangar or adjacent acft parking ramp. During VFR conditions, acft making low apch, normal tkof, touch and go ldg or missed apch remain at or below 1800′ until dep end of the rwy. Bird hazard. South end rwy not visible from official wx station obsn point. When fog/low clouds are present over approach end Rwy 34, condition report from obsn point may not be representative. TFC PATTERN–Rwy 34 rgt tfc. Before ldg maintain tfc pattern altitude commensurate with safety as long as practicable. Rectangular overhead 1800′, overhead 2300′. TRAN ALERT–Opr H24. Delays can be expected. Parking ltd. CSTMS/AG/IMG–Customs avbl, 1 hr prior notice rqr weekends 1600–0100Z‡, other times 2 hr prior notice rqr. IMG on call 24 hr prior notice desired, 4 hr prior notice rqr. OIL–SOAP—results rqr 24 hr, 1530–0039Z‡ weekends except holidays, results not avbl other times. Transient acft will arrive with historical engine SOAP data for trend analysis. De–Ice expect 3 hour delay. A–GEAR–When Rwy 16–34 activated, apch end E5 is removed. Rwy 16–34 BAK–12B 30 min prior notice rqr to connect cable. LGT AMP–1/AMP–3 Overt/Covert assault zone lights installed in middle 5000′ Rwy 16–34. See AP/1. Visual TCH set for height group 3 acft only. Rwy 16–34 center 72′ thld lgt removed. Rwy 16–34 edge lgt NSTD, 13′ from marked rwy edge line. Taxiing acft will not utilize Twy K without 62 OG/CC approval. MISC Aircrews notify PTD any time they plan to delay in local. IFR pattern on separate clnc prior to or departure on filed flight plan. Base OPS DSN 382–5611, C253–982–5611. Rwy 16 slope 0.4% up. S 800′ Rwy 16–34 is concrete, rwy is grooved. Class I, ARFF Index Ltd. Afld wx is monitored by the AN/FMQ–19 Automated Observing System and augmented by human observer when Wx Flt fcst on duty. DSN 312–382–3434/5005 C 253–982–3434/5005. Operational Weather Squadron 25 OWS, Davis–Monthan AFB. DSN 312–228–6596/6599 C 520–228–6598/6599. Toll free 1–877–451–8367. ①Rwy 16 and Rwy 34.

COMMUNICATIONS—(SFA as assigned) **(PTD 372.2) (D–ATIS 270.1 109.6** DSN 382–2847 C253–982–2847) **(TIE–IN FSS SEATTLE SEA–NOTAM SEA)**

Ⓡ **SEATTLE APP/DEP CON** —377.15 126.5 **(E)**

TOWER —259.3 124.8 109.6 **(E)**

GND CON —279.65 118.175

COMMAND POST —349.4 134.1 134.1–Commercial contract acft only. **PMSV METRO** 342.3 Unusable 095°–102° byd 34 NM blo 9400′. PMSV svc avbl only when wx flt fcst on duty. Wx obsn avbl H24 via automated obsn sys. Wx flt fcst on duty nml wing flying hrs and msn C–17 limiting criteria DSN 382–3434, C253–982–3434. Dur wx flt closures remote briefing svc avbl fr 25 Op Wx Flt Sq DSN 228–6598/6599/6588.

RADIO AIDS TO NAVIGATION

(T)VORTAC 109.6 TCM Chan 33 N47°08.86′ W122°28.50′ At Fld. 284/22E. No NOTAM MP Tues, Thur 0700–1600Z‡.

VOR unusable:

235°–325° byd 10 NM.

ILS 109.9 I–MAR Rwy 16. Back course unusable. No NOTAM MP Wed and Fri 0700–1400Z‡.

ILS X 108.5 I–TCM Rwy 34. Back course unusable. Rwy 34 localizer cticial area not protected. No NOTAM MP Wed and Fri 0700–1400Z‡.

ILS Y 108.5 I–TCM Rwy 34. Back course unusable. Rwy 34 localizer critical area not protected. No NOTAM MP Wed and Fri 0700–1400Z‡.

McGRATH FSS

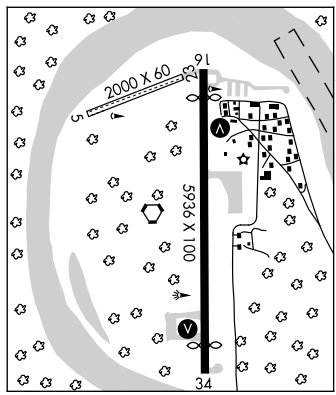
—123.6 122.65 122.2 **(V)** (Opr May 1 thru Sep 30 1800–0400Z‡ other hrs ctc KENAI FSS). McGrath FSS begins oprs as a seasonal FSS open only in the summer during daylight savings time.

McGRATH

§ **McGRATH** (MCG) (PAMC) 0 W N62°57.17′ W155°36.42′ UTC−9(−8DT) **McGRATH**
P 341 BL4, 9 ①, 10 ② H59(ASP) 16–34③ S–32, D–80, 2S–102, 2D–120 05–23 **H–1B, 2J, L–3C**
SERVICE—S2 **FUEL** —(NC–100LL, A1 +) **IAP**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–5936 TODA–5936 ASDA–5389 LDA–4843
RWY 34: TORA–5936 TODA–5936 ASDA–5390 LDA–4843



AIRPORT REMARKS —Attended May–Sept Mon–Wed 1600–0230Z‡, Thurs 1600–0000Z‡, Oct–Apr Mon–Fri 1700–0130Z‡. Arpt CLOSED to passenger acft certificated for more than 30 passenger seats. Rwy cond not monitored, recommend visual inspection before landing. Personnel and equipment may be working on the rwy at any time. Moose on arpt. Migratory water fowl on and in vicinity of arpt spring thru fall. Fire attack acft working out of arpt during summer months. Arpt has designated transient acft parking avbl. Transient acft parking is designated by green cones on the apron. ACTIVATE MIRL Rwy 16–34, REIL and VASI Rwy 16 and 34—CTAF. ①Rwy 16, TCH 32′. GS 3.0°. Rwy 34, TCH 41′. GS 3.0°. ②Rwy 16, Rwy 34. ③Rwy 16 thld dsplcd 546′. Rwy 34 thld dsplcd 556′.

WEATHER DATA SOURCES—(ASOS 135.65 907–524–3850) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS McGRATH MCG MAY 1–SEP 30 1800–0400Z‡ NOTAM MCG OT CTC KENAI ENA)

RADIO —123.6 122.65 122.2 **(V)** (LAA 123.6)

RCO —123.6 122.65 122.2 **(V)** (KENAI FSS) Oprs hrs McGrath FSS clsd.

ANCHORAGE CENTER APP/DEP CON —353.8 128.1

RADIO AIDS TO NAVIGATION

(H)VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.69′ At Fld.350/19E.
VOR DME and TACAN azimuth unusable
014°–019° byd 19 NM blw 7,000′
040°–050° byd 21 NM blw 5,000′
144°–194° byd 6 NM blw 9,000′
195°–223° byd 28 NM blw 6,000′
224°–261° byd 12 NM blw 10,000′
262°–294° byd 25 NM blw 7,000′
295°–314° byd 21 NM blw 8,000′

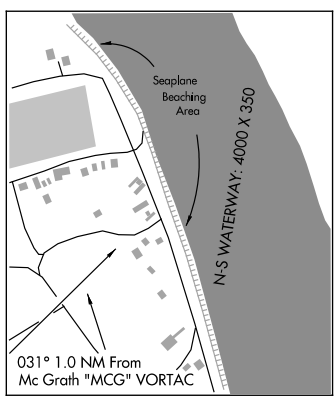
TAKOTNA RIVER NDB(HW) VTR 350 N62°56.81′ W155°33.44′ 266° 1.4 NM to Fld. /19E.
VHF/DF—contact McGRATH FSS.

LOC/DME 108.5 I–MCG Chan 22 Rwy 16. LOC unusable by 25° right of course. LOC/DME offset angle 2.5° right of centerline.

RADIO/NAV/WEATHER REMARKS —For a local call to McGrath FSS dial (907) 524–3611. For a toll free call to Kenai FSS dial 1–866–864–1737.

McGRATH SEAPLANE (16Z) 0 E N62°57.48′ W155°35.59′ UTC−9(−8DT) **McGRATH**

325 –40 N–S
FUEL —(NC–80, 100)



SEAPLANE REMARKS —Unattended. Landing and beaching area not marked. Use caution when landing due to seasonal changes in sandbar locations.

WEATHER DATA SOURCES—(WX CAM).

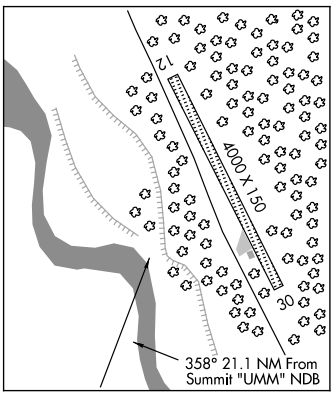
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS McGRATH MCG MAY 1 thru SEP 30 1800–0400Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

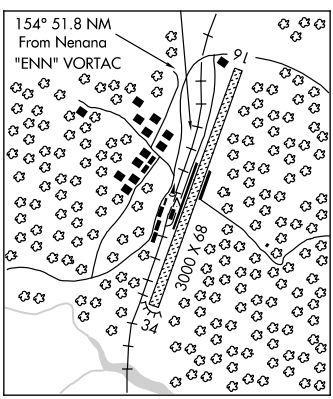
NIXON FORK MINE (AK40) 28 NE N63°13.75′ W154°45.62′ UTC−9(−8DT) **McGRATH**
PVT 1510 42(GVL) 16–34 **H–1B, 2J, L–3D**
AIRPORT REMARKS—Attended continuously. Rwy 16–34 marked with flourescent cones marking end and approach. Rwy 16 and Rwy 34 rgt tfc.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

McKINLEY PARK

§ **DENALI** (AKØ6) 4 SW N63°38.71′ W148°47.89′ UTC−9(−8DT) **ANCHORAGE**
PVT 2050 40(GVL) 12–30 **H–1B, 2K, L–3D**
AIRPORT REMARKS —Unattended. CLOSED to the public. All tfc patterns to the West. Windy pass tfc should be alert for high volume of tfc from May 15 to Sep 15.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

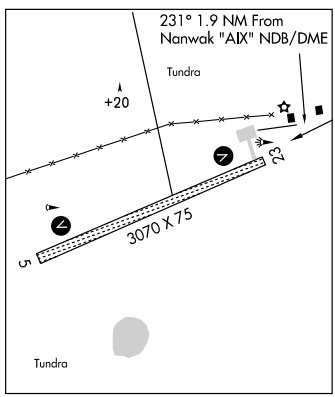


§ **McKINLEY NATIONAL PARK** (INR) (PAIN) 2 NE N63°43.96′ W148°54.64′ UTC−9(−8DT) **ANCHORAGE**
P 1720 30(GVL) 16–34 **L–3D**
AIRPORT REMARKS —Unattended. Frequent pedestrian and wildlife traffic on rwy. No overrun at either rwy end. Canyon S and W of arpt subject to strong downdrafts. Winter maintenance. Commercial or business use of this airstrip is prohibited except under permit with National Park Service. Private rotorwing use prohibited, except in case of emergencies. All tfc patterns to east side due to terrain clnc. Windsocks not reliable. Rwy 16–34 marked with damaged and faded cones. Acft parking along sides of Rwy 16–34 has reduced usable width to 68′. Rwy 16–34 grass encroachment on both sides of rwy. Rwy 34 rgt tfc.
WEATHER DATA SOURCES—(AWOS–3 135.75 907–683–1673) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM INR)
RCO —122.1 (FAIRBANKS FSS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. Freqs 122.725 north, 123.65 south is designated for inter acft communication in Denali National Park.



§ **MC MINNVILLE MUNI** OR (MMV) (KMMV) 3 SE N45°11.67′ W123°08.16′ UTC−8(−7DT) **SEATTLE**
P 163 BL4, 5, 10①, 12② H54(ASP) 04–22 S–40, D–T50, 2D–80 **H–1E**
17–35 S–40, D–50, 2D–80 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) HPOX
AIRPORT REMARKS —Attended 1600Z‡–dusk. Fuel 24 hour credit card svc avbl. For fuel dusk–dawn contact fixed–base operator 503–472–0558. Military helicopter and parachute ops in area. Scheduled by notam. High pressure bulk oxygen avbl Mon–Sat. Glider ops Rwy 17–35 and within 8 NM blo 8000′ during dalgt hours Feb–Nov. Evergreen Intl Aviation may be contacted on frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04–22—CTAF. ①Rwy 04, TCH 40′. GS 3.0°. ②Rwy 04. Rwy 22 TCH 55′. GS 3.0°.
WEATHER DATA SOURCES —(ASOS 135.675 503–434–9153)
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS MCMINNVILLE MMV–NOTAM MMV)
RCO—122.45 (MCMINNVILLE FSS)
Ⓡ **PORTLAND APP/DEP CON**—284.6 126.0 (North)
SEATTLE CENTER APP/DEP CON—291.7 125.8 (South)
CLNC DEL—118.35
RADIO AIDS TO NAVIGATION
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 194° 11.6 NM to fld. 1440/21E. **HIWAS.**
ILS 110.9 I–MMV Rwy 22. Class 1A.
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **MEKORYUK** (MYU) (PAMY) 3 W N60°22.29′ W166°16.24′ UTC−9(−8DT) **BETHEL**
P 48 B L4, 9 ①, 10 31(GVL) 05–23 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Animals occasionally on rwy. Rwy 05–23 shallow ruts with ponding after rain. Windsocks may be unreliable. Westend windsock OTS indef. Rwy 05 and Rwy 23 NSTD markings, rwys marked with reflective cones and thld panels. ACTIVATE MIRL Rwy 05–23, VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 29′; GS 3.0° Rwy 23, TCH 38′, GS 3.0°. **IAP**



WEATHER DATA SOURCES —(AWOS–3 123.9 907–827–8135). (TWEB ⓐ AIX 323)
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MYU)
RCO —122.0 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —372.0 124.5
RADIO AIDS TO NAVIGATION
NANWAK NDB(HW–SAB/DME) 323 AIX Chan 76 N60°23.10′ W166°12.89′ 228°1.9 NM to Fld.33/13E. **TWEB.**
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

MENTASTA N62°52.81′ W143°35.53′ **ANCHORAGE**
RCO —121.4 (NORTHWAY FSS) **L–1A, 3E**

MERLE K (MUDHOLE) SMITH (See CORDOVA)

MERRILL FLD (See ANCHORAGE)

§ **METLAKATLA SEAPLANE** (MTM) (PAMM) 0 N N55°07.86′ W131°34.68′ UTC−9(−8DT) **KETCHIKAN**

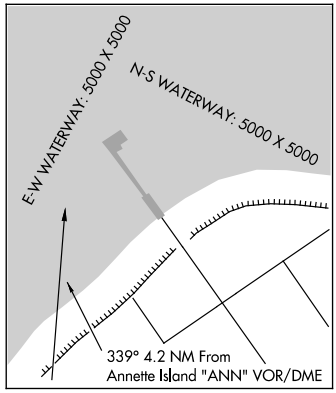
00 −50 E–W, N–S

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(AWOS–3 135.55 907–886–7989) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM MTM OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



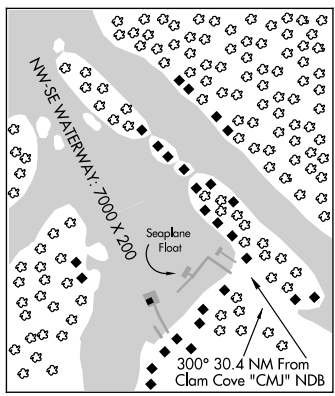
§ **MEYERS CHUCK SEAPLANE** (84K) 0 W N55°44.38′ W132°15.30′ UTC−9(−8DT) **KETCHIKAN**

00 −70 NW–SE

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp. Back channel narrow. 20′ steel post above water in center of touchdown zone. Large rock N of float. Small harbor. Large reefs at entrance, swells on northerly, SE winds require takeoff to head of bay.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



§ **MIDDLETON ISLAND** (MDO) (PAMD) 1 S N59°27.00′ W146°18.44′ UTC−9(−8DT) **SEWARD**

FAA 100 31(GVL) 01–19, 12–30 **L–1A, 2J, 3E**

AIRPORT REMARKS —Unattended. Rwy 01–19 loose gvl on sfc—rocks to 3 in. Rwy 01–19 grass growing through gvl. Soft when wet. Rwy 12–30 loose gvl on sfc. Rocks to 3 in. Rwy 12–30 grass growing through gvl. Rwy 01–19 marked with wooden thld panels. Rwy 12–30 marked with cones and OTS lgts. Many missing. Rwy 01–19 slopes down toward S end. **IAP**

WEATHER DATA SOURCES —(AWOS–3 135.725 907–424–7635) (TWEB MDO 115.3) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM MDO)

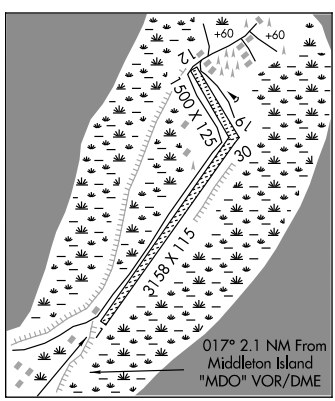
RCO —122.05 **(E)** (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON —269.4 133.6

RADIO AIDS TO NAVIGATION

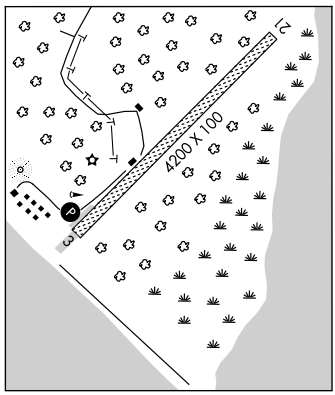
(H)ABVORW/DME 115.3 MDO Chan 100 N59°25.31′ W146°21.00′ 017° 2.1 NM to Fld.121/21E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



MILL BAY BC N48°40.26′ W123°32.21′ SEATTLE
NDB(MHW) 293 MB 089° 4.6 NM to Victoria Intl./19E. L–1D, 1E

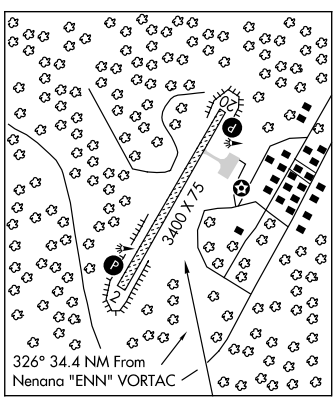
§ **MINCHUMINA** (MHM) (PAMH) 0 SE N63°53.16′ W152°18.11′ UTC−9(−8DT) McGRATH
P 678 BL4, 12① 42(GVL) 03–21 H–1B, 2K, L–3D
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03—CTAF. ①Rwy 03, TCH 35′ GS 3.0°. IAP



WEATHER DATA SOURCES —(AWOS–3 135.55 907–674–3315) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM MHM)
RCO —122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —319.2 120.9
RADIO AIDS TO NAVIGATION
NDB(HW) 227 MHM N63°53.03′ W152°18.99′ At Fld./21E.
NDB unusable:
230°–240° 345°–355° byd 25 NM
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

MINERAL CREEK N61°07.45′ W146°21.13′ ANCHORAGE
NDB(MHW) 524 MNL 057° 3.1 NM to Valdez Pioneer Field. 16/22E. L–1A, 3E, 4H
NDB unusable:
320°–010° beyond 15 NM

§ **MINTO AL WRIGHT** (51Z) 1 E N65°08.89′ W149°22.12′ UTC−9(−8DT) FAIRBANKS
P 495 BL4, 10①, 12② 34(GVL) 02–20 L–3A, 3D, 4J
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. CAUTION: Winds are erratic at this arpt. Snow removal ops during winter monitor—CTAF. ACTIVATE MIRL Rwy 02–20, REIL and PAPI Rwy 02 and Rwy 20 and rotating bcn—CTAF. ①Rwy 02 and Rwy 20. Rwy 02, TCH 26′. GA 3.0°. Rwy 20, TCH 26′. GA 3.0°.



COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

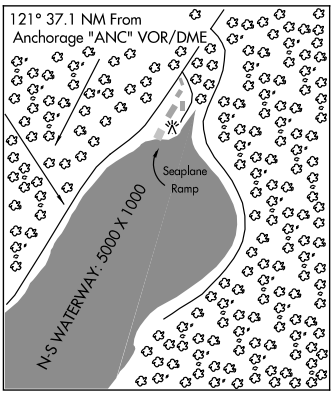
MOOSE PASS

§ **SUMMIT LAKE SEAPLANE** (52Z) 7 NW N60°38.47′ W149°29.83′ UTC−9(−8DT) **ANCHORAGE**
1300 −50 N–S

SEAPLANE REMARKS —Attended daylight hrs. Wooden twr adj to ramp equipped with flood lgt, ops only for expected tfc. Arpt adj to Summit Lake Lodge.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



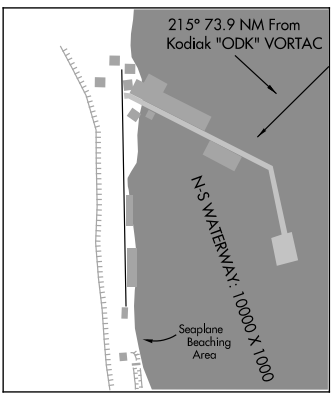
MORVRO LAKE (See HOUSTON)

§ **MOSER BAY SEAPLANE** (KMY) 0 E N57°01.54′ W154°08.76′ UTC−9(−8DT) **KODIAK**
00 –100 N–S

SEAPLANE REMARKS —Unattended. Recommend land from south, very rocky at low tide with 18″ rocks. Be alert, skiffs, buoys and set–nets near beach where float planes dock, haul lines run from tethered buoys to beach. Land from S.

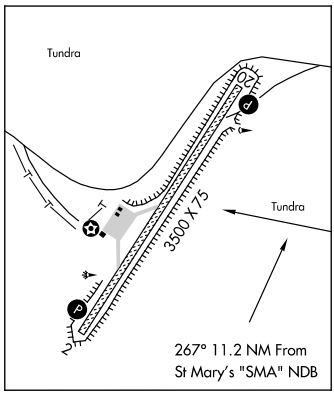
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



MOSES POINT (See ELIM)

§ **MOUNTAIN VILLAGE** (MOU) (PAMO) 2 NE N62°05.72′ W163°40.92′ UTC−9(−8DT) **BETHEL**
P 337 BL4, 10, 12① 35(GVL) 02–20 **L–3C**
AIRPORT REMARKS –Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is under construction. Only the east side is usable. Rwy 02 slope 1.1% up NE. There is a 48′ high mount of rocks the length of the rwy immediately to the west side of the rwy and a 15′ drop off immediately to the east side of the rwy. The rwy sfc has some rocks greater than 3′ in diameter. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20 and rotating bcn—CTAF. Due to construction, most of the lighting along the sides of the rwy is either damaged or missing. ①Rwy 02, TCH 25′. GS 3.0°. Rwy 20, TCH 25′. GS 3.0°. **IAP**
WEATHER DATA SOURCES—(ASOS 118.35 907–591–2511) (WX CAM).
COMMUNICATIONS–(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MOU)
ST. MARY'S RCO—122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —124.0
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



MOUNT EDGECUMBE N57°02.84′ W135°21.95′ **JUNEAU**
NDB (MHW) 414 IME At Sitka Rocky Gutierrez. 18/23E. **L–1C**
NDB unusable:
320°–140° byd 15 NM blw 6,000′.

MOUNT EYAK N60°32.99′ W145°44.50′ **WHITEHORSE**
RCO —122.5 (JUNEAU FSS) **L–1A, 3E, 4H**

MOUNT FAIRPLAY N63°40.48′ W142°13.14′ **ANCHORAGE**
RCO —121.3 (NORTHWAY FSS) **L–1A, 3E**

MOUNT FANSHAW N57°12.48′ W133°27.10′ **JUNEAU**
RCO —121.0 (JUNEAU FSS) **L–1C**

MOUNT MOFFETT N51°52.31′ W176°40.56′ **WESTERN ALEUTIAN IS**
NDB (HW/DME) 530 ADK Chan 87 065° 1.2 NM to ADAK. 332/7E. **H–2H, L–2H**
DME unusable:
001°–020° byd 15NM
080°–300° byd 20 NM
300°–340°
340°–360° byd 20 NM

MURPHY DOME N64°56.97′ W148°21.15′ **FAIRBANKS**
RCO —122.3 (FAIRBANKS FSS) **L–3A, 3D, 4J**

MURPHYS PULLOUT SEAPLANE (See KETCHIKAN)

NABESNA N62°57.95′ W141°53.30′ **ANCHORAGE**
NDB(HW) 390 AES 232° 1.1 NM to Northway./24E. **H–1B, L–1A, 3E**

NAKED ISLAND RCO N60°38.78′ W147°20.72′ **ANCHORAGE**
RCO 122.3 (JUNEAU FSS) **L–3A, 3D, 4G**

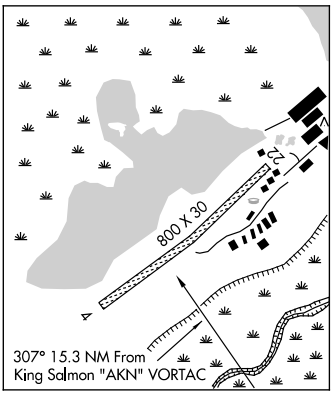
§ **NAKEEN** (76Z) 0 NE N58°55.66′ W157°02.83′ UTC−9(−8 DT) KODIAK
50 8(DIRT) 04–22

AIRPORT REMARKS —Unattended. Rwy has 10 deg dogleg. Actual hdg 04–21. Smokestack NE. Recommended landing Rwy 04, takeoff Rwy 22. Soft sand on Rwy 22 end. Rwy 04–22 not maintained, recommend visual inspection prior to use. 10′ sand and gvl hill parallel to southeast runway edge, south winds may cause turbulent and gusty conditions. Rwy 04–22 sfc soft and muddy when wet, 24″ grass growing on rwy sfc with 24″ dips and humps on southeast half of rwy vicinity thld Rwy 22. Town of Nakeen burned down and abandoned.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll-free call to Kenai FSS dial 1–866–864–1737.



NAKNEK

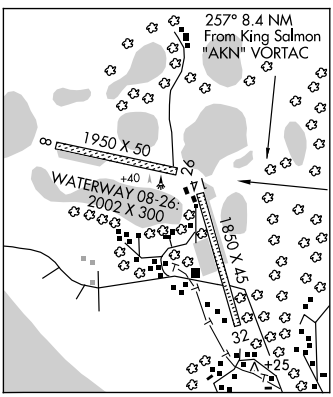
§ **NAKNEK** (5NK) 1 N N58°43.97′ W157°01.20′ UTC−9(−8 DT) KODIAK
P 70 BL4 19(GVL) 08–26, 14–32
SERVICE—S3 **FUEL** —(NC–100LL)

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Acft parked along entire length E–side. Road parallel to and 45′ east of Rwy 32 centerline. Uncontrolled vehicular traffic on rwys. No line of sight between runways or waterways. Float acft departing northwest Lake to East, cross arpt at low alt. Acft not visible until airborne. Rwy 08–26 rocks exceeding 2″ diameter and ruts. Rwy 14–32 rocks exceeding 2″–3″ in diameter and 4″ ruts. First 200′ Rwy 32 soft when wet. First 400′ Rwy 32 slopes downhill–5% slope. Acft on E side of Rwy 14–32 may be in safety area. Rwy 08–26 and Rwy 14–32 marked with thld panels. ACTIVATE MIRL Rwys 08–26 and 14–32 and rotating bcn—122.8.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NAKNEK SEAPLANE** (5NK) 1 N N58°43.97′ W157°01.20′ UTC−9(−8DT) KODIAK
P 70 –20 08–26
SERVICE—S3 **FUEL** —(NC–100LL)

SEAPLANE REMARKS —Unattended. E apch to lake over Rwy 14–32 Naknek arpt and Tibbetts arpt. Ramp. No line of sight between rwys or waterways.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to KENAI FSS dial 1–866–864–1737.

TIBBETTS (4AK9) 0 SE N58°44.06′ W157°00.43′ UTC−9(−8DT) KODIAK
PVT 50 17(DIRT—GVL) 16–34
SERVICE —S3

AIRPORT REMARKS —Attended daylight. Company equipment only. Spherical markers on power line in approach Rwy 34. Hump midway Rwy 16–34. Rwy soft during Spring thaw.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

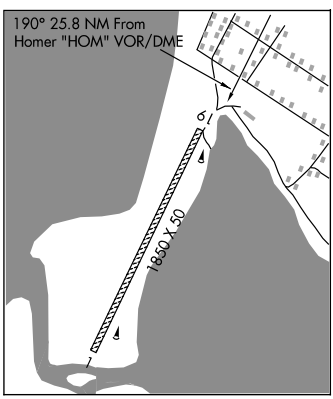
NANAIMO BC (CYCD) 7 SSE N49°03.27′ W123°52.21′ (AOE) UTC−8(−7DT) **SEATTLE**
93 BL4, 5, 9, 10, 12 ② H66(ASP) 16–34 ① **H–1D, 1E, L–1D, 1E**
SERVICE—S4 **FUEL** —(NC–100LL, A1, B)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–6602 TODA–7094 ASDA–6602 LDA–6405
RWY 34: TORA–6602 TODA–7192 ASDA–6602 LDA–5600
AIRPORT REMARKS —Attended continuously. Arpt use restrcited to acft with a wingspan of less than 118′. CAUTION: Recommend that only pilots familiar with local terrain should use this airport during hrs of darkness. Night ops are not recommended unless the PAPI and all five hazard beacons are operating. Customs avbl phone 888–226–7277. Rgt traffic Rwy 34. TPA 1200′MSL maintain until over Ladysmith Harbour. Rwy 16 climb to a safe altitude heading 140° until over Ladysmith Harbour. Climb over Harbour to 1000′MSL before proceeding on course. Avoid flights over built up areas below 1000′ MSL. Gliders—traffic pattern to W of arpt. Twy G unlighted, restricted daytime use only, max wt 5,000 lbs. PAPI Rwy 34 offset 8° rgt, lights O/R FSS dur hours of ops. O/T ARCAL–122.1 type K. After 0530Z‡ ACTIVATE MIRL Rwy 16–34, Rwys 16 and 34 PAPI and REIL Rwy 16 and Rwy 34—122.1. RVR avbl Rwy 34. ODALS Rwy 16. REIL Rwy 34. ①Rwy 16 thld dsplcd 197′, Rwy 34 thld displaced 1002′. ②Rwy 16, GS 3.5°. Rwy 34, GS 3.5°.
COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS NANAIMO CYCD 1330–0730Z‡—NOTAM CYCD OT CTC VANCOUVER CYVR)
RADIO —291.8 122.1 **(V)** LAA
RCO —126.7 (PACIFIC FSS)
VICTORIA TRML APP/DEP CON —120.8
RADIO AIDS TO NAVIGATION
NDB(BH) 251 YCD N49°07.68′ W123°52.30′ 160° 4.4 NM to Fld./19E.
RADIO/NAV/WEATHER REMARKS —LD call to Nanaimo FSS dial 250–245–4032. O/T calls automatically transferred to Vancouver FSS.

NANCY LAKE SEAPLANE (78Z) 0 NW N61°41.10′ W149°58.81′ UTC−9(−8DT) **SEWARD**
218 –60 N–S
FUEL —(NC–100LL)
SEAPLANE REMARKS —Attended daylight hrs. Public access is at Nancy Lake Marina Resort and Marina, other docks on lake are private. Rwy plowed 3000′ X 50′ winter months.
COMMUNICATIONS—(122.8) (TIE–IN FSS KENAI ENA–NOTAM UUO)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

NANWAK N60°23.10′ W166°12.89′ **BETHEL**
NDB (HW–SAB/DME) 323 AIX Chan 76 228° 1.9 NM to Mekoryuk.33/13E. **TWEB.** **L–3B**
DME Chan 76 paired with 112.9.

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§ **NANWALEK** (KEB) 0 SW N59°21.13′ W151°55.51′ UTC−9(−8DT) **KODIAK**
P 27 18(GVL) 01–19
AIRPORT REMARKS —Unattended. Rwy 01–19 north 1000′ CLOSED indef, remaining 850′ soft. Rwy is arc shaped with a magnetic heading of 010° on one end of the rwy and a heading of 190° on the other end of the rwy. Rwy not regularly maintained; visually inspect rwy for location and conditions prior to use. Rwy 01–19 ruts and 4″ diameter loose rocks on soft, sfc. 2′x 6′ tall gvl and rock berm along west edge Rwy 01–19. Rwy 19 approach restricted by village on hillside. Rwy 01 approach restricted by abrupt mountain face .21 NM off rwy end. Frequent all terrain veh tfc on rwy. Rwy 01 and Rwy 19 ends and edges not marked, due to high winds and water erosion. Rwy 19 rgt tfc. Rgt tfc due to rising terrain and trees east side of rwy. Limited transit acft parking facility. Elevated manhole in acft parking area.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡—NOTAM HOM OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. LD call to Homer FSS dial 907–235–8588.



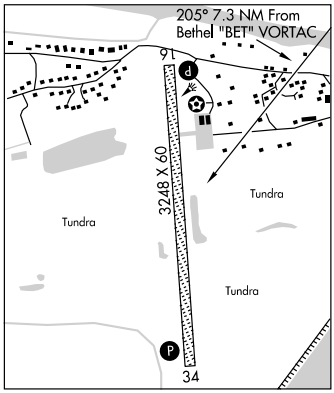
§ **NAPAKIAK** (WNA) (PANA) 0 W N60°41.42′ W161°58.71′ UTC−9(−8DT) McGRATH
P 17 BL4, 10①, 12② 32(GVL) 16–34 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 16–34 south 1500′ 6″ dips. Windsock unreliable. Rwy 16 and Rwy 34 NSTD markings, rwy marked with lights, cones and thld panels. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34 and rotating beacon—CTAF. ①Rwy 16, Rwy 34.②Rwy 16, TCH 26′ GA 3.0°. Rwy 34, TCH 25′. GA 3.0°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



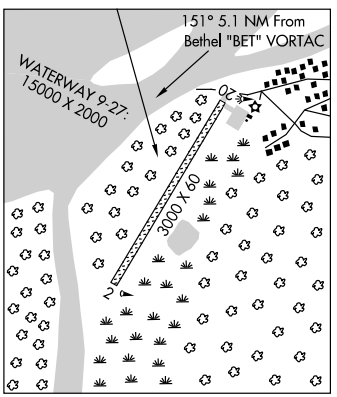
§ **NAPASKIAK** (PKA) (PAPK) 0 S N60°42.18′ W161°46.70′ UTC−9(−8DT) McGRATH
P 24 BL4 30 (GVL) 02–20 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy 02–20 condition not monitored, recommend visual inspection prior to use. Rwy rough due to dips and ruts and floods in Spring. Rwy 02–20 floods in spring. First 600′ Rwy 02 has 5′ high brush 15′ from rwy edge. Watch for nets and boats in river; area in front of village unusable for Float planes. Barge landing site north end of rwy. Machinery and large supplies may be stored in area. Rwy 02 windsock obscured by trees and unreliable. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NAPASKIAK SEALPANE** 0 S N60°42.18′ W161°46.70′
UTC−9(−8DT)
P 10 –150 09–27

SEAPLANE REMARKS —Unattended. Watch for nets and boats in river area in front of village unusable for float planes.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **NELSON LAGOON** (OUL) (PAOU) 1 E N56°00.45′ W161°09.62′ UTC−9(−8DT) **ANCHORAGE**
P 14 BL4 40(GVL) 08–26 **H–2J, L–2I**
FUEL —(100LL) **IAP**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Large seabirds along beach adjacent to rwy. Rwy 8–26, first 300′ of Rwy 8 soft in middle. ACTIVATE MIRL Rwy 08–26 and rotating bcn—CTAF.

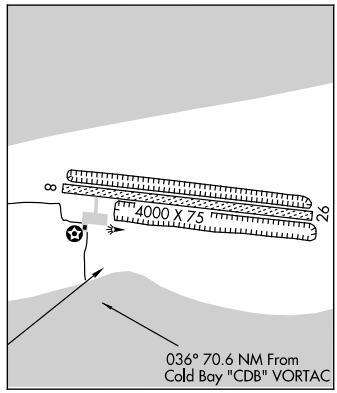
WEATHER DATA SOURCES—(ASOS 119.025 907–989–2227) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM OUL OT CTC KENAI ENA)

RCO —122.4 (COLD BAY FSS) Oprs 1700–0300Z‡ OT ctc Kenai FSS.

ANCHORAGE CENTER APP/DEP —278.3 118.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NENANA MUNI** (ENN) (PANN) 1 S N64°32.84′ W149°04.44′ UTC−9(−8DT) **FAIRBANKS**
P 362 BL4, 10①, 12② H46(ASP) 04L–22R S160, 04R–22L, 04W–22W **H–1B, 2K, L–3A, 3D, 4J**
IAP

AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Rwy 04R–22L in summer full length may not be available due to being soft, avbl for ski use when frozen. Rwy 04L frost heaves at aiming points approximately 1050′ to 1275′ from rwy thld. Rwy 04R–22L maintained, grass growing on rwy sfc 12″ to 36″ tall. Shallow water near float pond ramp area. Rwy 04L rgt tfc. Apt lgts opr dusk–0900Z‡. MIRL Rwy 04L–22R preset low intensity dusk–0900. ACTIVATE higher intensity and PAPI and REIL Rwys 04L and 22R—CTAF. After 0900Z‡ ACTIVATE MIRL Rwy 04L–22R, PAPI and REIL Rwys 04L and 22R—CTAF. ①Rwys 04L–22R. ②Rwy 04L, TCH 35′. GS 3.0°. Rwy 22R, TCH 35′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS 125.2 907–832–5586) (TWEB ENN 115.8). (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS FAIRBANKS FAI–NOTAM ENN)

RCO —122.5 **(V)** (FAIRBANKS FSS)

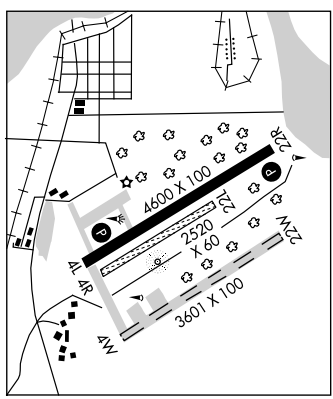
FAIRBANKS APP/DEP CON —363.2 125.35

RADIO AIDS TO NAVIGATION

(H)ABVORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 160° 2.6 NM to Fld.1600/21E. **TWEB**. VOR portion unusable:
086°–096° byd 34 NM blw 5000′.

ICE POOL NDB(MHW) 525 ICW N64°32.74′ W149°04.61′ At Fld. 361/21E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



NEWBERG OR N45°21.19′ W122°58.69′ **SEATTLE**
(H)VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State. 1440/21E. **HIWAS**. **H–1E**
RCO 122.45 (MCMINNVILLE FSS)

§ **NEWPORT MUNI** OR (ONP) (KONP) 3 S N44°34.82′ W124°03.48′ UTC−8(−7DT) **SEATTLE**
P 160 BL4, 5, 9①, 10②, 12③ H54(ASP) 16–34④ S–75, D–120, 2S–152, 2D–170 **H–1E**
02–20 S–33, D–50, 2D–84 **IAP**
FUEL—(NC–100LL, JET A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 16:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398
RWY 20:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 34:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398

AIRPORT REMARKS —Attended 1600–0100Z‡. For fuel after hours call 541–867–3655 or 541–961–0725. Deer and coyotes on and invof rwys and twys. Birds invof arpt during Apr and Oct. Class IV, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 541–867–7422. Rwy 02 slope 1.0% up NE. Rwy 16 rgt tfc. Rwy 20 rgt tfc. ACTIVATE MALSR Rwy 16, MIRL Rwy 02–20, HIRL Rwy 16–34, and REIL Rwy 34—CTAF. ①Rwy 16 TCH 50′. GS 3.0°. ②Rwy 34 TCH 50′, GS 3.0°. ③Rwy 34. ④Rwy 34 thld dsplcd 300′.

WEATHER DATA SOURCES —(AWOS–3 133.9 541–867–4175)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM ONP)

RCO 122.5 (MCMINNVILLE FSS)

SEATTLE CENTER APP/DEP CON—291.7 125.8

RADIO AIDS TO NAVIGATION

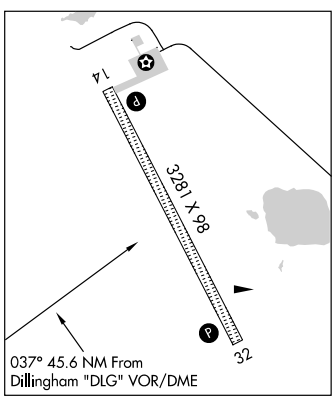
(H) VORTACW 117.1 ONP Chan 118 N44°34.52′ W124°03.64′ At Fld. 150/19E.
VORTAC unusable:
342°–007° byd 35 NM blw 5000′ 007°–047° byd 35 NM blw 6000′
057°–112° byd 35 NM blw 7000′ 112°–132° byd 35 NM blw 8000′
132°–162° byd 35 NM blw 5000′

AGGET NDB (LOM) 350 ON N44°40.56′ W124°03.92′ 158° 5.8 NM to fld.
NDB unusable:
360°–150°.

ILS 111.5 I–ONP Rwy 16. LOM AGGET NDB.
LOM unusable:
360°–150°

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **NEW STUYAHOK** (KNW) (PANW) 1 W N59°27.09′ W157°22.39′ UTC−9(−8DT) **KODIAK**
P 364 BL4, 10①, 12② 33(GVL) 14–32 **L–3C**
AIRPORT REMARKS —Unattended. Rwy 32 slope 1.3% up NW. ACTIVATE MIRL Rwy 14–32 **IAP**
PAPI and REIL Rwy 14 and Rwy 32, and rotating bcn—CTAF. Rwy 14 and Rwy 32 nstd markings, thld marked with lgts, strobes and yellow cones. ①Rwy 14, Rwy 32. ②Rwy 14, TCH 25′. GA 3.0°. Rwy 32, TCH 25′. GA 3.0°.



WEATHER DATA SOURCES—(AWOS–3 120.275 907–693–3086) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM KNW OT CTC KENAI ENA)

KEMUK MOUNTAIN RCO —122.55 (DILLINGHAM FSS) Opr 1645–0845Z‡ OT ctc Kenai FSS.

ANCHORAGE CENTER APP/DEP CON—282.35 132.75

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **NEWTOK** (EWU) (PAEW) 1 W N60°56.35′ W164°38.48′ UTC−9(−8DT) **BETHEL**

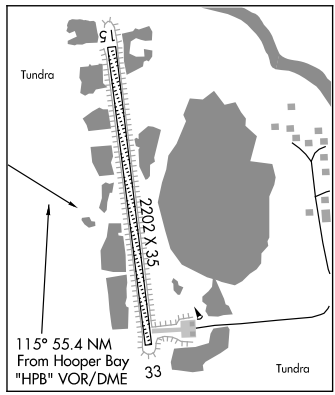
P 25 22(GVL) 15–33

AIRPORT REMARKS —Unattended. Night operations prohibited, except rotary wing acft. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Large birds nesting invof rwy in summer. Rwy 15–33 surface subject to rutting and ponding. Rwy 15–33 heaves, dips, ruts, pot holes, and erosion channels along entire rwy. Rwy 15–33 thld marked with damaged panels and orange cones. Windsock unreliable. Portable rwy lights available for emergency use only. Ctc health clinic.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM HPB)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NEWTOK SEAPLANE** (WWT) 0 S N60°55.42′ W164°39.37′ UTC−9(−8DT) **BETHEL**

6 –50 E–W

SEAPLANE REMARKS —Unattended. Landing area and dock in river. Lake avbl behind village for fall and winter.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM HPB)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

NEWTON PEAK N64°33.39′ W165°19.16′ **NOME**

RCO —122.5 (NOME FSS) **L–3A, 3B, 4H**

NICHOLS N55°04.25′ W131°36.30′ **KETCHIKAN**

NDB(HW) 266 ICK 126° 2.1 NM to Annette Island./21E. **H–1D, L–1C**

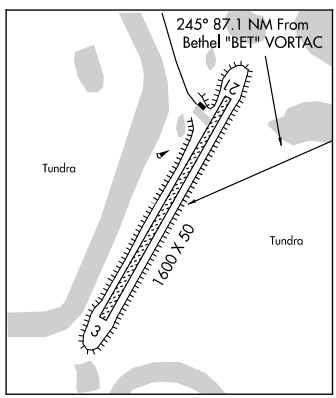
§ **NIGHTMUTE** (IGT) 2 N N60°28.26′ W164°42.05′ UTC−9(−8DT) **BETHEL**

P 4 16(GVL–DIRT) 03–21

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Windsock unreliable. Rwy 03–21 safety area 1942′ by 100′ safety areas rough. Rwy 03–21 several depressions dips and ruts and minimal grvl on rwy sfc. Rwy 03–21 marked with reflective cones and thld panels.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MYU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

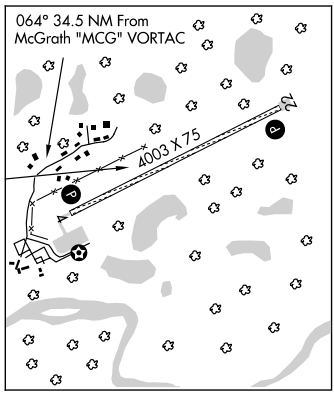


NIKISHKA N60°43.18′ W151°21.99′ **ANCHORAGE**

RCO —122.0 (KENAI FSS) **L–1A, 3D, 4F**

NIKLASON LAKE SEAPLANE (See WASILLA)

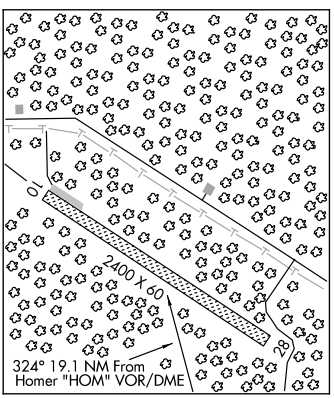
§ **NIKOLAI** (FSP) (PAFS) 1 NE N63°01.11′ W154°21.51′ UTC−9(−8DT) **McGRATH**
P 441 BL4, 10, 12① 40(GVL) 04–22 **H–1B, 2K, L–3D**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 04–22, rotating beacon and REIL Rwy 04 and Rwy 22—CTAF ①Rwy 04, TCH 26′. GS 3.2°. Rwy 22 TCH 28′. GS 3.2°. **IAP**
WEATHER DATA SOURCES—(ASOS 118.325 907–293–2002) (WX CAM).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM MCG)
ANCHORAGE CENTER APP/DEP CON—353.8 128.1
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



NIKOLAI CREEK (See TYONEK)

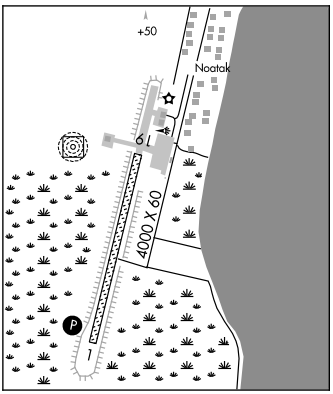
§ **NIKOLSKI AS** (IKO) 0 NE N52°56.49′ W168°50.94′ UTC−9(−8DT) **DUTCH HARBOR**
AF 77 35(GVL) 08–26 **L–2J**
AIRPORT REMARKS —Unattended. CLOSED TO PUBLIC. CAUTION: Winds in excess of 10 kt from 330° thru 045° may produce severe turbulence. Field rolling, acft at one end of rwy cannot see acft at other end. Rwy not maintained. Cond unknown.
COMMUNICATIONS—(TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM IKO OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —121.4
RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **NINILCHIK** (NIN) 3 SE N60°01.21′ W151°35.37′ UTC−9(−8DT) **McGRATH**
P 276 24(DIRT–GVL) 10–28
AIRPORT REMARKS —Unattended. State maintained on irregular basis. Rwy condition not monitored. Recommend visual inspection prior to use. Ultralight activity invof arpt. Rwy 10–28 marked with reflective thld panels. Rwy edges not marked. Panels set unevenly and are partially damaged. Safety areas at both rwy ends soft.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡—NOTAM HOM OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a long distance call to Homer FSS dial 907–235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



NIXON FORK MINE (See McGRATH)

§ **NOATAK** (WTK) (PAWN) 1 SW N67°33.66′ W162°58.82′ UTC−9(−8DT) NOME
P 88 BL4, 12① 40(GVL) 01–19 H–1A, L–4H
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 01–19 NSTD markings, rwys marked with reflective cones. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01—CTAF. ①Rwy 01, TCH 30′ GS 3.0°. IAP
WEATHER DATA SOURCES—(AWOS–3 135.75 907–485–2203).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM WTK OT CTC FAIRBANKS FAI)
RCO —122.4 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON—263.0 119.2
RADIO AIDS TO NAVIGATION
NDB(MHW/DME) 414 OQK Chan 39 N67°34.31′ W162°58.43′ At Fld/15E.
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



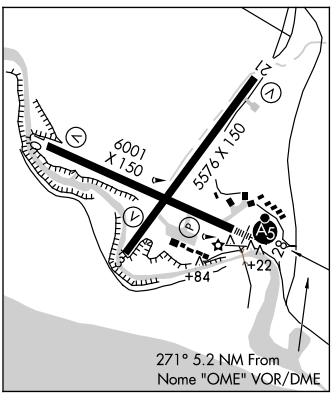
NOLLA WA N47°37.95′ W122°23.37′ SEATTLE
NDB(LOM) 362 BF 128° 7.1 NM to Boeing Field/King County Intl.142/22E.

NOME FSS 123.6 122.45 122.2 (E) (1615–0745Z‡ OT CTC FAIRBANKS FSS). VHF/DF OTS indef.
CAPE DARBY RCO —122.6 1615–0745Z‡ other times ctc Fairbanks FSS.
GAMBELL RCO —122.0
GRANITE MOUNTAIN RCO —122.1 OTS indef.
KOYUK RCO —122.35
NEWTON PEAK RCO —122.5
SAVOONGA RCO —122.3
SHISHMAREF RCO —122.4
TIN CITY RCO —122.6
UNALAKLEET RCO —122.3(V)

NOME

§ **NOME** (OME) (PAOM) 2 W N64°30.73′ W165°26.72′ (LRA) UTC−9(−8DT) **NOME**
P 37 BL4, 5, 6, 9 ②,10 ①, 12 ③ H60(ASP–GRVD) **H–1A, 2J, L–3A, 3B, 4H**
10–28, S–150, D–150, 2S–175, 2D–320 03–21 **IAP, AD**
SERVICE—S2 **FUEL** —(NC–100LL, A, A1, A1+)

AIRPORT REMARKS —Attended 1600–0600Z‡. Class I, ARFF Index B. ARFF svc avbl dur periods of air carrier ops only. PPR in writing for air carrier ops with more than 30 passenger seats to arpt manager PO Box 1048, Nome AK 99762. Rwy 03 slope 0.4% up NE. Large flocks of migratory birds invof arpt Sep–Oct and May–Jun. Numerous wind turbine towers 820′ MSL (130′ AGL) 4 NM NNW lighted. TPA 1100′ AGL. Acft ldg Rwy 21 and Rwy 28 maintain TPA until turning final. Arpt maint duty hrs 1400–0300Z‡ Mon thru Fri and 1400–2200Z‡ Sat and Sun. Rwy 03–21 and 10–28 rwy lgts height 30 inches above ground. Fuel hrs vary during year. Call out avbl after hours. Snow removal or deicing performed during duty hrs. Rwy conds rpt during duty hrs. (NG) Aviation Operating Facility 907–443–2831 ask for NG Hangar; operates 1700–0200Z‡. Limited maintenance and services available, PPR. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. VASI Rwy 21 unusable beyond 2½ NM. HIRL Rwy 10–28, MIRL Rwy 03–21 and REIL Rwy 03 opr 24 hrs. ACTIVATE MALSR Rwy 28—CTAF, REIL Rwy 10, VASI Rwy 03, Rwy 21, and Rwy 10, PAPI Rwy 28 operates continuously.① Rwy 10, Rwy 03.② Rwy 03, TCH 42′. GS 4.0°. Rwy 21, TCH 34′. GS 3.0°. Rwy 10, TCH 42′. GS 3.0°.③ Rwy 28, TCH 51′ GS 3.0°.



WEATHER DATA SOURCES—(ASOS 119.925 907–443–4818) (TWEB FDV 529) (TWEB OME 115.0). (WX CAM).

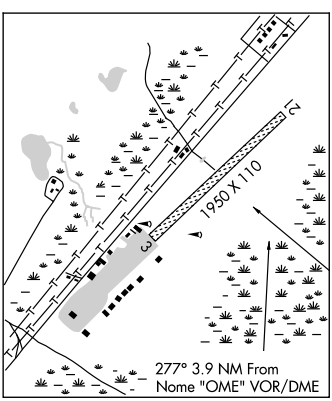
COMMUNICATIONS—(CTAF 123.6) (ATIS 119.925) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)
RADIO —123.6 122.45 122.2 **(E)** (122.45 used for high altitude enroute traffic only. (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —290.4 133.3

RADIO AIDS TO NAVIGATION
(H)ABVORWDME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 271° 5.2 NM to Fld.100/17E. **TWEB.**
FORT DAVIS NDB(HW–SAB) 529 FDV N64°29.68′ W165°18.84′ 270° 3.6 NM to Fld./14E. **TWEB.**
GOLD NDB(MHW/DME) 208 OYN Chan 85 N64°30.77′ W165°26.01′ at Fld.56/14E.
DME unusable:
360°–035° byd 20 NM blw 5000′
VHF/DF—Ctc NOME FSS. OTS indef.
ILS/DME 108.7 I–OME Chan 24 Rwy 28. LOC BC unusable inside 1.0 DME. Unmonitored.

RADIO/NAV/WEATHER REMARKS —For LC to Nome FSS dial to 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. ATIS operated by Nome FSS.

NOME CITY FLD (94Z) 1 N N64°30.69′ W165°23.41′ UTC−9(−8DT) **NOME**
P 69 19(GVL) 03–21
SERVICE—S2 **FUEL** —(NC–100LL)

AIRPORT REMARKS —Unattended. CAUTION: No winter maintenance or snow removal, rwy condition not monitored recommend visual inspection prior to landing. Rwy 03–21 has 6″ deep recycled asphalt chunks up to 4″ diameter. TPA 600′AGL. TPA 600′ AGL until clear of Nome arpt tfc pattern. TPA at Nome arpt 1100′ AGL. Recommend landing Rwy 21 and departing Rwy 03 to avoid large acft transitioning to NOME. Use of CTAF strongly recommended. Remain north of final for Rwy 28 at Nome arpt. Rwy 03–21 edges marked by 30″ high orange cones. Rwy 03 rft tfc.

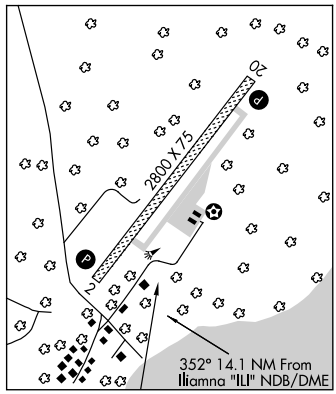


WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

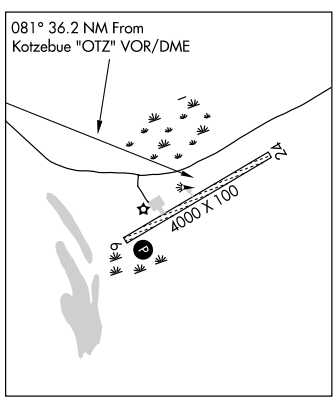
§ **NONDALTON** (5NN) (PANO) 1 NW N59°58.81′ W154°50.35′ UTC−9(−8DT) KODIAK
P 314 BL4, 10①, 12② 28(GVL) 02–20 L–3D
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02 slope 0.3% up NE. 2″ loose rocks on surface near Rwy 20 thld. Rwy 02 PAPI OTS indef. Rwy 02–20 edge marked with reflective cones. Thlds marked with reflective cones and thld panels. Rwy 02–20 edge lights white full length of rwy. Rwy 02 rgt tfc. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20, rotating bcn, and windsock lgts—CTAF. ①Rwy 02 and Rwy 20. ②Rwy 02 and Rwy 20. IAP



WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
ILIAMNA RCO—122.2 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—118.8
RADIO/NAV/WEATHER REMARKS —For LC to Iliamna FSS dial 571–1240. For a toll free call to Kenai FSS dial 1–866–864–1737.

NOORVIK

§ **ROBERT (BOB) CURTIS MEM** (D76) (PFNO) 1 N N66°49.05′ W161°01.34′ UTC−9(−8DT) NOME
P 55 BL4, 12① 40(GVL) 06–24 H–1A, L–4I
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter—monitor CTAF. Rwy 06 PAPI OTS indef. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06—122.7. ①Rwy 06. TCH 25′. GS 3.0°. IAP



COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡ –NOTAM OTZ OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON —263.0 119.2
RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

NORTH BEND

§ **SOUTHWEST OREGON REGIONAL** OR (OTH) (KOTH) 1 NW N43°25.02′ W124°14.82′ **KLAMATH FALLS**
UTC−8(−7DT) **H–1E**
P 17 BL4, 5, 9①, 10②, 12③ H60(ASP–PFC–GRVD) 04–22④ **IAP**
S–106, D–113, 2S–143, 2D–190 13–31 S–90, D–100, 2S–127, 2D–100
SERVICE—S4 **FUEL**—(NC–100LL, JET A)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5321 TODA–5321 ASDA–5321 LDA–5321
RWY 22: TORA–6000 TODA–6000 ASDA–6000 LDA–5321

AIRPORT REMARKS —Attended continuously. Services avbl 1600–0100Z‡, for services after hours call 541–756–5181 or 541–756–6903. Class I, ARFF Index A. PAEW invof rwys and twys 1530–2330Z‡. Migratory flocks of waterfowl on and in vicinity of arpt. Ship channel crosses Rwy 04 approximately ⅔ mile from thld, crosses Rwy 13 and Rwy 22 approximately 1000′–1700′ from thld, mast heights to 140′. Landing fee. Non–commercial landing fee for all acft over 12,500 lbs. Rwy 31 rgt tfc. ACTIVATE MALSR Rwy 04—CTAF. HIRL Rwy 04–22 and MIRL Rwy 13–31 opr continuously at night. ①Rwy 04, TCH 38′. GS 3.0°. ②Rwy 04, Rwy 13, Rwy 31 ③Rwy 31, TCH 50′. GS 4.0°. ④Rwy 22 thld dsplcd 660′.

WEATHER DATA SOURCES —(AWOS–3 135.075 541–756–0135). (HIWAS OTH 112.1)

COMMUNICATIONS—(CTAF 118.45) (TIE–IN FSS PRESCOTT PRC–NOTAM OTH)
RCO 255.4 122.4 (PRESCOTT FSS)
SEATTLE CENTER APP/DEP CON—254.35 121.4
NORTH BEND TOWER 118.45 (1500–0500Z‡) **GND** 127.1

RADIO AIDS TO NAVIGATION
(L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 253° 3.4 NM to fld. 707/18E. **HIWAS.**
VORTAC unusable:
012°–087° byd 30 NM blw 5,000′.
EMIRE NDB (LOM) 378 OT N43°23.67′ W124°18.62′ 046° 3.1 NM to fld.
NDB unusable:
360°–165° byd 10 NM.
ILS 108.5 I–OTH Rwy 04. LOM EMIRE NDB.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Prescott FSS dial 1–800–WX–BRIEF.

NORTH POLE

AIRWAY (5AK3) 2 NE N64°46.39′ W147°20.03′ UTC−9(−8DT) **FAIRBANKS**
PVT 480 25 (GVL) 15–33

AIRPORT REMARKS —Unattended. Rwy not maintained or monitored, recommend visual inspection prior to use. No facilities. Ski equipped acft opr only in the fall, winter, and spring. PPR for transient aircraft, write to Airway, Inc., P.O. Box 55506 North Pole, AK 99705.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

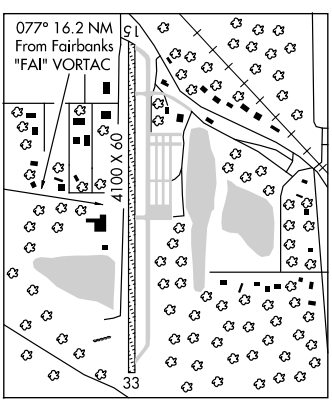
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **BRADLEY SKY–RANCH** (95Z) 1 NW N64°45.55′ W147°23.26′ UTC−9(−8DT) **FAIRBANKS**
483 41 (TRTD–GVL) 15–33 **L–3A, 3D, 4J**
SERVICE —S3

AIRPORT REMARKS —Attended daylight hours. Recommend visual inspection prior landing. Hard packed snow surface is maintained on rwy Nov–Apr. Ultralight and glider activity on and invof arpt. For noise abatement owner requests pilots maintain maximum feasible altitude when landing on Rwy 15. Dirt road crosses apchs to Rwy 15 and Rwy 33. Rwy 15–33 thlds marked with panels.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



GREG'N SAGE (AK41) 19 SE N64°32.63′ W146°50.65′ **FAIRBANKS**
PVT 925 18 (TURF) 07–25
AIRPORT REMARKS —Attended irregularly. Land Rwy 07 depart Rwy 25. Tall trees along rwy sides. Wind shear and turbulence when windy. Animals and migratory waterfowl invof rwy.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **SCOTTS** (ØAKØ) 26 NE N64°23.55′ W146°51.73′ UTC−9(−8 DT) **FAIRBANKS**
PVT 800 10(TURF) 08–26
AIRPORT REMARKS —Unattended. Rwy not monitored, recommend visual inspection prior to ldg. Use at own risk. Wildlife on and invof rwy. Wind condition from NE, turbulence present at tree tops. Ldg Rwy 26. Rwy 26 has sun blind conditions Jun–Sep at sunset. PPR for transient acft call 907–488–5352. No facilities. Rwy 08–26 east end has 8°–10° uphill grade and 2° right to left sideslope. Rwy 26 end marked by four cones and flags.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll-free call to FAIRBANKS FSS dial 1–866–248–6516.

NORTH RIVER N63°54.46′ W160°48.72′ **McGRATH**
NDB(HW) 382 JNR 149° 1.2 NM to Unalakleet./15E. **H–1A, 2J, L–3C**

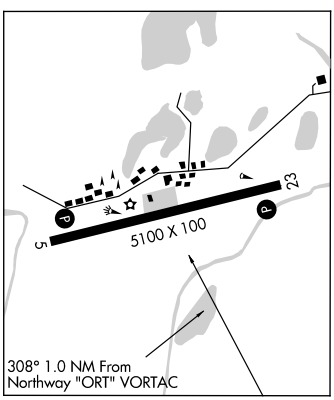
NORTH WHALE SEAPLANE (96Z) 0 W N56°06.98′ W133°07.30′ UTC−9(−8DT) **JUNEAU**
0 –100 NW–SE
SEAPLANE REMARKS —Unattended. Logs in landing area, use caution.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 1–800–WX–BRIEF.

NORTHSTAR HELIPORT (See PRUDHOE BAY/DEADHORSE)

NORTHWAY FSS —123.6 (122.65 used for high alt tfc only) 122.2 (E) May 1 thru Sep 30 1815–0345Z‡ OT CTC FAIRBANKS FSS)
EAGLE RCO —122.3
KNOB RIDGE RCO —122.6
MENTASTA RCO —121.4
MOUNT FAIRPLAY RCO —121.3
TOK RCO —122.4

§ **NORTHWAY** (ORT) (PAOR) 0 S N62°57.67′ W141°55.68′ (LRA) UTC−9(−8DT) **ANCHORAGE**
P 1715 B*L4, 10, 12① H51(ASPH–GRVD) 05–23 **H–1B, L–1A, 3E**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Floatplane customs svc avbl at Yarger Lake 8NM east. Fuel avbl at Yarger Lake 1 hour PPR, 907–778–2266. Frequent strong and variable crosswind. Snow removal ops dur winter, monitor CTAF. Ski strip parallel and adjacent to apch end Rwy 23 NW side. Customs avbl See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). Customs may not be avbl at the arpt on arrival, phone 774–2252 for agent. ACTIVATE MIRL Rwy 05–23, PAPI and REIL Rwy 05 and Rwy 23 —CTAF. Rwy 05 TCH 39′ GS 3.0°, Rwy 23 TCH 36′ GS 3.0°.



WEATHER DATA SOURCES—(ASOS 135.4 907–778–2282) (TWEB ORT 116.3) (WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS NORTHWAY ORT MAY 1 – SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)
RADIO —123.6 (122.65 used for high alt tfc only) 122.2 (E) (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —323.0 126.55
SUAIS —125.3 (1–800–758–8723)
RADIO AIDS TO NAVIGATION
(H)ABVORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.77′ At Fld. 1780/24E. **TWEB.**
TACAN azimuth unusable:
006°–026° byd 20 NM blw 10,500′ 331°–006° byd 35 NM blw 10,500′
NABESNA NDB(HW) 390 AES N62°57.95′ W141°53.30′ 232°1.1 NM to Fld./24E.
VHF/DF—Contact FAIRBANKS FSS when NORTHWAY FSS closed.
RADIO/NAV/WEATHER REMARKS —FSS on arpt May–Sep. LC to Northway FSS dial 778–2219. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Contract WX observation is avbl when ORT FSS clsd on 133.55 or phone 907–778–2240.

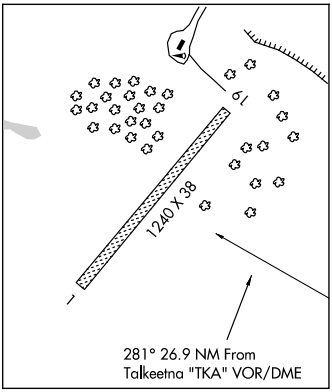
NORTON BAY N64°41.76′ W162°03.82′ — NOME
NDB(HW) OAY 263 At Moses Point./16E. Unusable byd 35 NM. — L–3C, 4H

NUGGET BENCH (33AK) 1 SE N62°31.04′ W150°56.72′ UTC−9(−8DT) — ANCHORAGE
PVT 2010 12(GVL) 01–19

AIRPORT REMARKS —Unattended. Rwy 01–19 width varies 38 to 81′. 5′ high brush 20′ from approach end of Rwy 19.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NUIQSUT** (AQT) (PAQT) 0 S N70°12.60′ W151°00.33′ UTC−9(−8DT) — POINT BARROW
38 BL5, 6, 9 ①, 10 ② 43(GVL) 04–22 — H–1A, L–4J
IAP

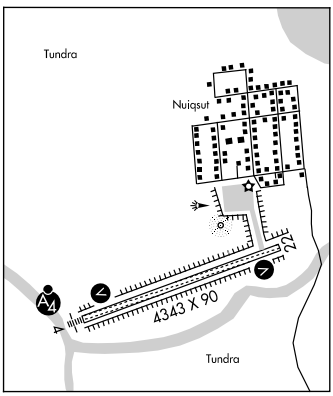
AIRPORT REMARKS —Unattended. Rwy condition not monitored recommend visual inspection prior to using. Birds and caribou on and invof arpt. 100′ lighted twr 847′ north of thld Rwy 22. Rwy 04 MALSF. Rwy 22 extended centerline marked with orange 50 gal drums. ACTIVATE HIRL Rwy 04–22, VASI Rwy 04 and Rwy 22, MALSF Rwy 04 and REIL Rwy 22—CTAF. Rwy 04 rgt tfc. ①Rwy 04, TCH 33′. GS 3.0°. Rwy 22, TCH 33′. GS 3.0°. ②Rwy 22.

WEATHER DATA SOURCES—(ASOS 135.35 907–480–5577).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡, OT CTC FAIRBANKS FAI–NOTAM AQT.)
NUIQSUT RCO —122.5 (DEADHORSE FSS)
ANCHORAGE CENTER APP/DEP CON—370.9 134.4 119.4

RADIO AIDS TO NAVIGATION
NUIQSUT VILLAGE NDB (HW) 241 UQS N70°12.75′ W150°59.99′ at Fld./22E.
NDB unusable:
045°–165° byd 35 NM.

RADIO/NAV/WEATHER REMARKS —LD call to Deadhorse FSS dial 1–907–659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS call 1–800–779–7709.



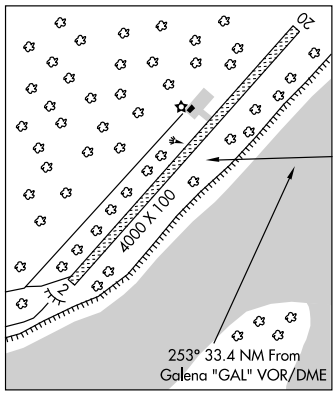
NUIQSUT VILLAGE N70°12.75′ W150°59.99′ — POINT BARROW
NDB(HW) UQS 241 at Nuiqsut./22E. — L–4J
NDB unusable:
045°–165° byd 35 NM.

§ **NULATO** (NUL) (PANU) 1 NE N64°43.76′ W158°04.45′ UTC−9(−8DT) **NOME**
P 399 BL4 40(GVL) 02–20 **H–1A, 2J, L–3C, 4I**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. Rwy 02 slope 1.1% up NE. Rwy 02–20 3″ ruts and puddles on rwy. Rwy 02 rgt side unusable and marked with orange cones. ACTIVATE MIRL Rwy 02–20—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM FAI)
GALENA RCO —122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —127.0 290.2

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **NUNAPITCHUK** (16A) 1 NE N60°54.36′ W162°26.44′ UTC−9(−8DT) **BETHEL**
P 12 BL4, 10, 12① 24(GVL) 18–36

AIRPORT REMARKS —Unattended. Not inspected. Rwy condition not monitored–recommend visual inspection prior to use. Wind indicator may be unreliable. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. ①Rwy 18. Rwy 36.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS (CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

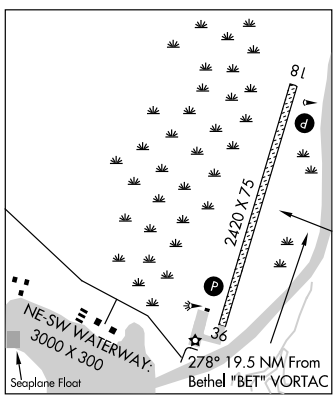
§ **NUNAPITCHUK SEAPLANE** N60°54.36′ W162°26.44′ UTC−9(−8DT)
P 10 –30 NE–SW

SEAPLANE REMARKS —Small float in river used for loading and off-loading.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS (CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



NUSHAGAK (See DILLINGHAM)

OAK HARBOR, WA (See WHIDBEY ISLAND NAS (AULT FLD)

OAK HARBOR

§ **AJ EISENBERG** WA (OKH) 3 SW N48°15.09′ W122°40.42′ UTC−8(−7DT) **SEATTLE**
193 BL4, 12 ② H32(ASP) 07–25 ① S5 **L–1E**
SERVICE —S2 **FUEL** —(NC–100LL, MOGAS) **IAP**

AIRPORT REMARKS —Unattended. PPR for ultralights and gliders ctc arpt manager phone 360–929–6802 or 1–866–429–2132. Rwy 07 rgt tfc. Rwy 07–25 nstd LIRL only W 2620′ rwy lgtd. Rwy 07–25 severely cracked, spalling in some areas. Rwy 07 slope 1.6% up east. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs. ①Rwy 07 thld displaced 508′. Rwy 25 thld displaced 143′. ②Rwy 07 GS 4.5°. Rwy 25 GS 4.5°.

WEATHER DATA SOURCES—(AWOS–3 132.775 360–675–8431)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (ATIS 280.3 134.15) (TIE–IN FSS SEATTLE SEA–NOTAM 76S)
Ⓡ **WHIDBEY APP/DEP CON** 285.65 118.2

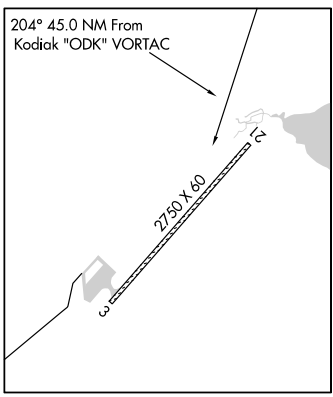
AIRSPACE: CLASS E svc 1430–0700Z‡.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF. Whidbey Island NAS (Ault Fld) ATIS avbl on freq 281.5 134.15.

OCEAN CAPE N59°32.62′ W139°43.69′ **JUNEAU**
NDB(HW–SAB) 385 OCC 116° 3.2 NM to Yakutat. /23E. **TWEB.** **H–1C, L–1B, 3E**

OLD CROW YT (CYOC) 0 NW N67°34.21′ W139°50.39′ (AOE) UTC–8(–7DT) **DAWSON**
YUKON GOV'T 821 BL4, 12① 50(GVL) 03–21② **H–1B, L–4K**
FUEL —(NC—100LL, J4)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5019 TODA–5219 ASDA–5019 LDA–4716
RWY 21: TORA–5019 TODA–5219 ASDA–5019 LDA–4810
AIRPORT REMARKS —Call out charge may be levied for one or more services. Arpt operator call 867–966–3511/3165. Fuel svcs call 867–966–3466/3095. Arpt rdo opr ltd hours 0/T tfc 122.1 5 NM 3800 MSL. To opr all aerodrome lighting for duration of approximately 15 minutes key mike 5 times within 5 seconds. Fuel avbl Mon–Fri 1600–2300Z‡ after hours PN required. Customs avbl 1700–0500Z‡ phone 888–226–7277. ①Rwy 03. Rwy 21. ②Rwy 03 thld dsplcd 303′. Rwy 21 thld dsplcd 209′.
COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS WHITEHORSE CYXY—NOTAM CYOC)
RADIO 122.1(V) (1400–0200Z‡)
RADIO AIDS TO NAVIGATION
NDB(HW) 284 YOC N67°34.27′ W139°50.78′ At Fld./29E.
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

§ **OLD HARBOR** (6R7) 2 NE N57°13.09′ W153°16.19′ UTC–9(–8DT) **KODIAK**
P 55 27(GVL) 03–21
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy cuts through a hill at midfield, wind may be unpredictable and gusty. Rwy 03 rgt tfc. Rwy 03–21 marked with reflective cones and panels. Rwy 03–21 safety area 3230′ by 120′.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA—NOTAM ADQ)
OLD HARBOR RCO —122.5 (KENAI FSS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



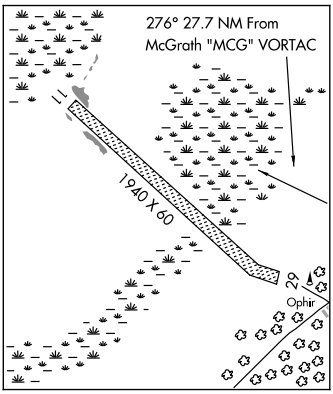
§ **OLYMPIA RGNL** WA (OLM) (KOLM) 4 S N46°58.16′ W122°54.15′ (LRA) UTC–8(–7DT) **SEATTLE**
P 209 BL5, 6, 10 ①, 12② H55(ASP–GRVD) 17–35 S–75, D–94, 2S–87, 2D–142 **H–1D, 1E**
08–26 S30 **IAP**
SERVICE—S4 **FUEL** —(NC–80, 100, 100LL, A) HPOX, LHOX–RB
AIRPORT REMARKS —Attended 1600–0200Z‡. Ldg fee. Twy lgts on Twy W, Twy A, Twy G, Twy L, and Twy B. Rwy 08 and Rwy 35 rgt tfc. During hrs twr closed ACTIVATE HIRL Rwy 17–35, MALSR Rwy 17, PAPI Rwy 17 and Rwy 35, REIL Rwy 35, twy lights and directional signage—CTAF. ①Rwy 35, TCH 50′. GS 3.0°. ②Rwy 17, TCH 54′. GS 3.0°. Rwy 35.
WEATHER DATA SOURCES—(ASOS 135.725 360–943–1278) (HIWAS OLM 113.4)
COMMUNICATIONS—(CTAF 124.4) (UNICOM 122.95) (ATIS 135.725) (TIE–IN FSS SEATTLE SEA–NOTAM OLM)
Ⓡ **SEATTLE APP/DEP CON** —290.9 121.1 **(E)**
TOWER —254.25 124.4 (1600–0400Z‡) **GND CON** —121.6
AIRSPACE: CLASS D svc 1600–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION
(H)VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ At Fld.200/19E. **HIWAS.**
TACAN unusable:
223°–258° byd 20 NM blw 4,100′ 358°–043° byd 10 NM blw 6,000′
258°–283° byd 30 NM blw 4,100′ 358°–043° byd 20 NM blw 7,000′
ILS 111.9 I–OLM Rwy 17. Unmonitored during hours twr closed. LOC unusable byd 25° right of course.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **OPHIR** (Z17) 0 NW N63°08.76′ W156°31.79′ UTC−9(−8DT) **McGRATH**
575 19(TURF–GVL) 11–29

AIRPORT REMARKS —Unattended. Rwy not maintained on a regular schedule. Recommend inspection prior to use. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. Sharp rocks 2″ X 6″ on rwy sfc. Ridges, ruts, and equipment tracks on rwy sfc 2″ X 4″ deep. Standing water on rwy sfc after rain. Safety areas on rwy edges very rough. Rwy cleared to 100′ wide path. Acft parking adj to Rwy 29.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PATL)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



ORCA BAY N60°28.79′ W146°35.25′ **ANCHORAGE**
NDB(HW) 233 ALJ 065° 33.0 NM to Merle K (Mudhole) Smith./23E. **L–1A, 3E, 4H**

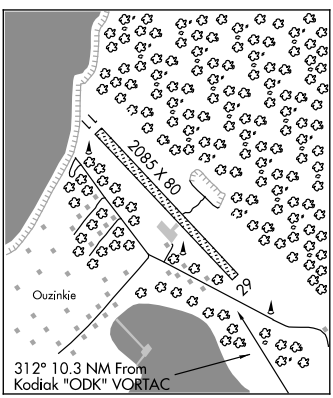
OSCARVILLE N60°47.48′ W161°52.37′ **McGRATH**
NDB(HW–SAB) 251 OSE 110° 1.2 NM to Bethel/14E. **TWEB.** TWEB operates 1500–0700Z‡. **H–2B, 2J, L–3C**

§ **OUZINKIE** (4K5) 0 N N57°55.37′ W152°30.03′ UTC−9(−8DT) **KODIAK**
P 55 21(GVL) 11–29

AIRPORT REMARKS —Unattended. Large red/white board markers identify end of safety area located approximately 180′ before Rwy 11 thld. Usable width between markers is 60′. Rwy condition not monitored, recommend visual inspection prior to landing. Frequent vehicle tfc crossing rwy to and fm quarry. Rwy 11–29 NSTD markings, rwys marked with reflective cones and flexible markers. Rwy 11 rgt tfc.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



OYSTER COVE (See HOMER)

PAF CANNERY (See SOUTH NAKNEK)

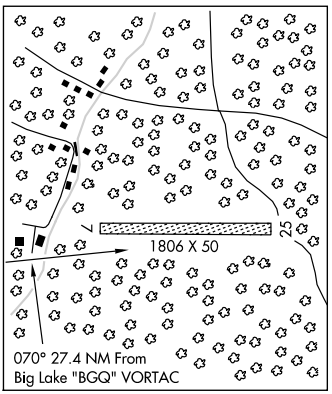
PAINE WA (PAE) N47°55.19′ W122°16.67′ **SEATTLE**
(L)VORW/DME 110.6 PAE Chan 43 at Snohomish Co/Paine Fld.670/20E. **H–1D, 1E, L–1E**
RCO —122.55 (SEATTLE FSS)

PALMER FSS –122.4 123.6 (Mon–Fri 1700–0300Z‡ Sat 1500–0630Z‡, Sun 1800–0400Z‡ OT CTC KENAI FSS)

PALMER

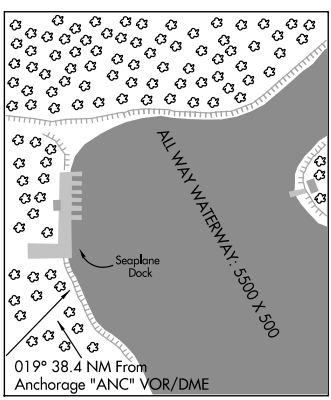
ABI (AK46) 2 N N61°37.73′ W149°02.59′ UTC−9(−8DT) **ANCHORAGE**
PVT 750 10 (GVL) 07–25
AIRPORT REMARKS —Attended continuously. Rwy 25 has a road that crosses AER 730′ from thld.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡–NOTAM PAQ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS—For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **BUTTE MUNI** (AK1) 5 SE N61°31.82′ W149°01.06′ UTC−9(−8DT) **ANCHORAGE**
64 18(GVL) 07–25
AIRPORT REMARKS —Unattended. Advise pilot visually inspect rwy prior to ldg rwy condition not monitored. Road runs along N and S side of rwy. Rwy 07–25 edges and thlds unmarked. Rwy rough with dips and rocks to 4 inches.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡–NOTAM PAQ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.



DOWNWIND LANDING (AK53) 3 SE N61°34.94′ W148°59.82′ UTC−9(−8DT) **ANCHORAGE**
PVT 220 18(TURF) 16–34①
AIRPORT REMARKS —Rwy 16–34 CLOSED during winter, snow deep and surface rutted. Unattended. Rwy 16 runs downhill. Drop is approximately 80′ from N to S. Snow rutted not plowed. Rwy 16–34 has road that crosses, watch for cars on and invof rwy. Rwy 16 thld displaced 400′. Rwy 34 thld displced 400′.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

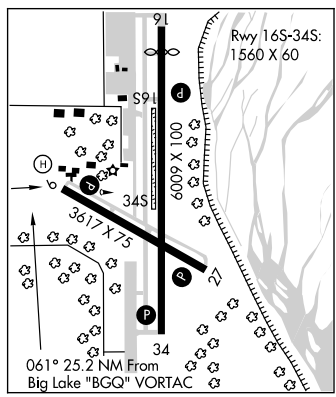
§ **FINGER LAKE SEAPLANE** (99Z) 5 W N61°36.39′ W149°16.68′ UTC−9(−8DT) **ANCHORAGE**
337 –55 ALL–WAY
SEAPLANE REMARKS —Uanttended. Elks Lodge dock is pvt. No public use permitted. Public dock at NE shore of lake. Docking fee applies. No other services avbl for transient acft.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡–NOTAM PAQ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.



GROUSE RIDGE (AK93) 6 NW N61°39.31′ W149°16.41′ UTC−9(−8DT) **ANCHORAGE**
PVT 535 16(GVL) 02–20
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

JIM'S LANDING (82AK) 2 E N61°36.99′ W149°11.49′ UTC−9(−8DT) **ANCHORAGE**
PVT 425 10(TURF–GVL) 02–20
AIRPORT REMARKS —Unattended. Rwy not maintained during winter months.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **PALMER MUNI** (PAQ) (PAAQ) 1 SE N61°35.69′ W149°05.32′ UTC−9(−8DT) **ANCHORAGE**
P 242 BL4, 10③, 12 ① H60(ASP) 16–34 ②S180, 09–27, 16S–34S **H–1B, 2K, L–1A, 3D, 4G**
SERVICE—S4 **FUEL** —(NC–100LL, A1, B) **IAP**
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–6008 TODA–6008 ASDA–6008 LDA–5508
RWY 34: TORA–6008 TODA–6008 ASDA–6008 LDA–6008
AIRPORT REMARKS —Attended 1700–0200Z‡. Rwy 09–27 CLOSED to acft over 12,500 lbs. Rwy 27 slope 0.3% up NW. Rwy 34 slope 0.4% up N. Fuel avbl credit card 24 hrs north and south ramp. Rwy 16S–34S 1560′ by 60′ gravel landing area avbl west side and parallel to Rwy 16–34, no simultaneous parallel operations allowed, sequence on CTAF. Thlds and edges marked with cones. Winter maintenance not avbl. Flocks of seagulls and ravens on arpt. Migratory waterfowl on arpt Spring and Fall. Be Alert: Glider activity on and invof arpt Apr thru Sep. Transient parking north ramp, labeled spaces T1–T9 adjacent FSS. When FSS closed ACTIVATE MIRL Rwy 16–34 and Rwy 09–27, PAPI Rwy 9, Rwy 27, Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF. ①Rwy 16, TCH 43′. GS 3.0°. Rwy 34, TCH 53′. GS 3.0°. ②Rwy 16 thld displaced 500′. ③REIL Rwy 16 and Rwy 24.



WEATHER DATA SOURCES —(ASOS 134.75 907–746–6675) (WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡—NOTAM PAQ OT CTC KENAI ENA)
RADIO —123.6 122.4 (LAA 123.6)
RCO —123.6 122.4 (KENAI FSS—oprs hrs PALMER FSS closed).
Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

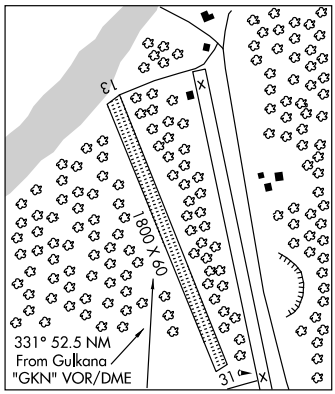
§ **SKY RANCH AT PIONEER PEAK** (AK50) 3 SE N61°33.27′ W149°08.67′ UTC−9(−8DT) **ANCHORAGE**
PVT 120 H20(ASP) 06–24
AIRPORT REMARKS —Unattended. Rwy 06 rgt tfc.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KENAI)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

VALLEY HOSPITAL–PALMER HELIPORT (AK42) 0 N N61°36.05′ W149°06.35′ UTC−9(−8DT) **ANCHORAGE**
PVT 248 L2 H52X52(ASP) H1
HELIPORT REMARKS —Attended continuously. For H1 perimeter lights call 907–746–8600.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

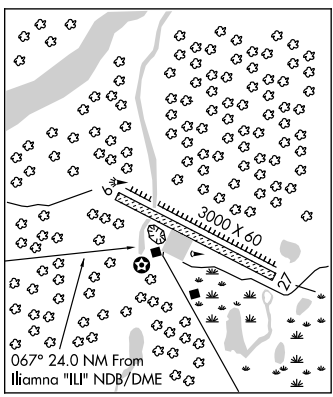
WASILLA CREEK AIRPARK (Ø5AK) 5 NW N61°40.12′ W149°11.24′ UTC−9(−8DT) **ANCHORAGE**
PVT 620 20(TURF–GVL) 01–19
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —LC to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

WOLF LAKE (4AK6) 6 W N61°38.46′ W149°17.33′ UTC−9(−8DT) ANCHORAGE
PVT 572 B H38(ASP) 06–24, 18–36 L–1A, 3D, 4G
AIRPORT REMARKS —Unattended. Snow removal during winter.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to KENAI FSS dial 1–866–864–1737.

§ **PAXSON** (PXK) (PAXK) 0 S N63°01.47′ W145°30.03′ UTC−9(−8DT) ANCHORAGE
2653 18(GVL–DIRT) 13–31
AIRPORT REMARKS —Attended daylight hours. Auto fuel avbl 1600–0800Z‡. Rwy sfc is not maintained winter or summer and is more dirt than gravel. 18 inch diameter hole 8 inches deep 650′ from Rwy 31 thld. Usable length 1800′ due to SE end overgrown with brush and tall grass. Usable width 60 feet. 36″ brush and grass on both sides of rwy surface. Rwy 13–31 has no thld or edge markings.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PXK)
RCO —122.3 (KENAI FSS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **PEDRO BAY** (4KØ) 1 W N59°47.38′ W154°07.43′ UTC−9(−8DT) KODIAK
P 45 BL4, 10① 30(GVL) 09–27 L–3D
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. High mountainous terrain N of arpt. 10′ pit S of rwy near apron. Strong winds create severe turb and possible wind shear at arpt. Rwy soft during break–up and freeze–up, also after rainy periods. Rwy 09–27 marked with reflective cones and thld panels, some panels damaged. Rwy 09 rgt tfc. ACTIVATE MIRL Rwy 09–27, REIL Rwy 09 and Rwy 27, rotating bcn, and windsock light—CTAF. ①Rwy 09, Rwy 27.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



PELICAN SEAPLANE (PEC) 0 S N57°57.31′ W136°14.18′ UTC−9(−8DT) JUNEAU

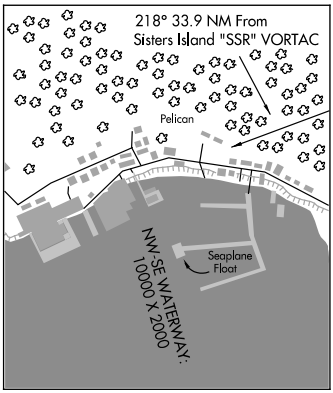
P 00 −100 NW−SE

FUEL —(NC−80, 100) Case gas avbl.

SEAPLANE REMARKS —Unattended. Operating area in Listanski Inlet. Boats active in harbor during Summer. Boats may be tied to SPB dock/float ramp. Anchorage sheltered. Dock.

COMMUNICATIONS—(CTAF 122.9) (TIE−IN FSS JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1−800−WX−BRIEF.



PENN COVE WA N48°14.68′ W122°43.47′ SEATTLE

(L) VORW/DME 117.2 CVV Chan 119 060° 2.1 NM to AJ Eisenberg. 200/19E. L−1E

DME portion unusable:

126°−160° byd 30 NM below 2,200′

250°−260° byd 30 NM below 3,400′

330°−360° byd 30 NM below 2,200′

PENINSULA POINT PULLOUT SEAPLANE (See KETCHIKAN)

§ **PERRYVILLE** (PEV) (PAPE) 1 SW N55°54.40′ W159°09.65′ UTC−9(−8DT) COLD BAY

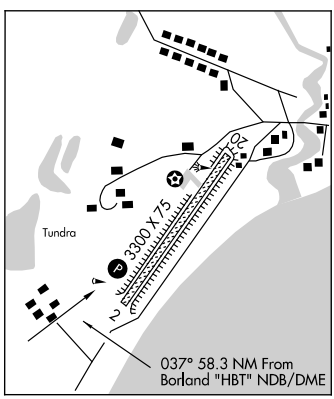
P 29 BL4, 10① 12② 33(GVL) 02−20 L−2K

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02−20 several ruts. ACTIVATE MIRL Rwy 02−20, PAPI Rwy 02, REIL Rwy 02, and rotating bcn—CTAF. ①Rwy 02. ②Rwy 02, TCH 26′. GS 3.4°. IAP

COMMUNICATIONS—(CTAF 122.9) (TIE−IN FSS COLD BAY CDB 1700−0300Z‡−NOTAM AJC OT CTC KENAI ENA)

ANCHORAGE CENTER APP/DEP CON—346.3 125.35

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1−800−478−7250. For a toll free call to Kenai FSS dial 1−866−864−1737.



PETERSBURG

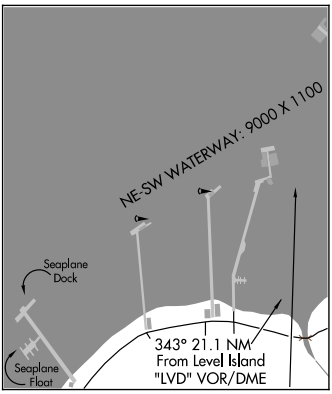
LLOYD R. ROUNDTREE SEAPLANE FACILITY (63A) 0 SW N56°48.68′ W132°57.60′ UTC−9(−8DT) **JUNEAU**

P 00 –90 NE–SW

SEAPLANE REMARKS —Unattended. Ultralight acft in and near vicinity of seaplane facility. Dock. Ramp. Boats may be tied to SPB dock/float ramp.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM PSG OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. For a toll free call to Sitka FSS dial 1–800–478–6300.

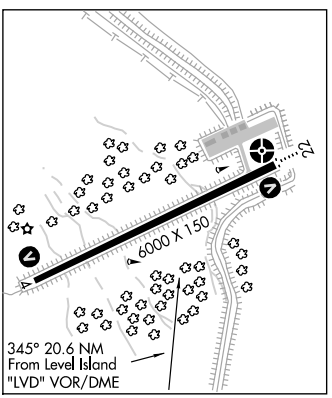


§ **PETERSBURG JAMES A. JOHNSON** (PSG) (PAPG) 1 SE N56°48.10′ W132°56.72′ UTC−9(−8DT) **JUNEAU**

P 111 BL4, 5, 9 ①, 10 ② H60(ASP–GRVD) 04–22 S–75, D–160 **H–1C, L–1C**

SERVICE—S2 **FUEL** —(NC–100, A) **IAP**

AIRPORT REMARKS —Attended May–Sep 1700–0300Z‡, Oct–Apr 1400–0100Z‡. Class I, ARFF Index A. ARFF svcs are only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Arpt manager DOT/PF P.O. Box 1108 Petersburg, Alaska 99833. 24 hour PPR for cargo ops over 100,000 lbs call 907–772–4624. Birds, bear and deer on and invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Snow removal, ice control, and arpt hazardous conditions reported only during maint duty hrs. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and equipment may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. Maint equipment access road located 1500′ from Rwy 22 thld clsd to taxiing acft. Rwy 22 rgt traffic. For fuel call 907–772–4780. Arpt maint duty hrs Jan 1–Dec 31 1700–0100Z‡. Rwy 04 VASI unusable beyond 3 miles. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE MIRL Rwy 04–22; ODALS Rwy 22 and REIL and VASI Rwy 04 and Rwy 22—CTAF. ①Rwy 04, TCH 52′. GS 3.0°. Rwy 22, TCH 51′. GS 3.0°. ②Rwy 04, Rwy 22.



WEATHER DATA SOURCES —(AWOS–3 125.8 907–772–4504).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM PSG OT CTC JUNEAU JNU)

RCO —122.35 (SITKA FSS)

ANCHORAGE CENTER APP/DEP CON —118.0

RADIO AIDS TO NAVIGATION

FREDERICKS POINT NDB(MHW) 372 FPN N56°47.54′ W132°49.26′ 250° 4.1 NM to Fld./28E.

NDB unusable:

100°–230° byd 20 NM.

LDA/DME 110.5 I–PSG Chan 42 LDA unusable beyond 20° west and 25° east of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

PETERS CREEK N62°19.87′ W150°05.79′ **ANCHORAGE**

NDB(HW–SAB) 305 PEE At Talkeetna. /19E. **TWEB.** **L–3D, 4F**

PILLAR MOUNTAIN N57°46.84′ W152°26.07′ **KODIAK**

RCO —122.1 (KENAI FSS) **L–2J, 3D**

PILOT POINT

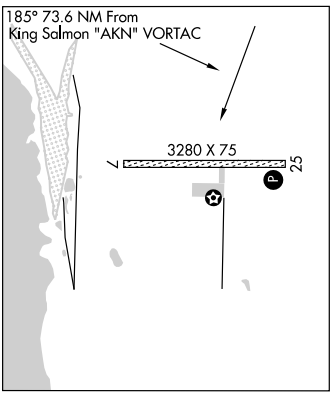
§ **PILOT POINT** (PNP) (PAPN) 0 NE N57°34.82′ W157°34.32′ UTC−9(−8D) KODIAK
57 BL4, 12① 33(GVL) 07–25 L–2J, 3C
IAP

AIRPORT REMARKS —Unattended. Rwy conditions not monitored, recommend visual inpsection prior to landing. Rwy 07 slope 0.6% up E. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and rotating bcn—CTAF. ①Rwy 25, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 118.375 907–797–2296) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PNP)
ANCHORAGE CENTER APP/DEP —288.3 132.9

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



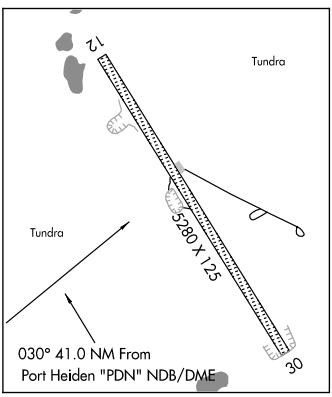
§ **UGASHIK BAY** (UGB) 11 SSW N57°25.52′ W157°44.39′ UTC−9(−8DT) KODIAK
132 53(GVL) 12–30 H–2J, L–2J, 3C

AIRPORT REMARKS —Unattended. Rwy not suitable for tricycle ldg gear acft. Rwy 12–30 sfc rough. Rocks to 12″ entire length. No compaction. Very rough. Grass, weeds, and brush on rwy sfc entire length up to 24″ tall.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PTH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



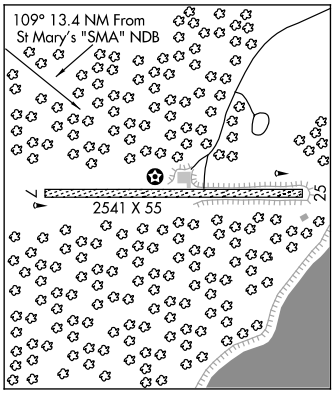
§ **PILOT STATION** (ØAK) 1 SW N61°56.07′ W162°53.97′ UTC−9(−8DT) **BETHEL**

P 305 BL4 25(GVL) 07–25

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 07–25 several potholes along rwy surface. Rwy 07–25 slopes down toward apron 2%. Rwy 07 and Rwy 25 NSTD markings, marked with reflective panels. ACTIVATE MIRL Rwy 07–25 and Rotating Bcn—122.9.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM KSM)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



PIPER LANDING (See WASILLA)

PITSAND N70°19.68′ W149°38.12′ **POINT BARROW**

NDB(MHW) 290 PYC At Ugnu–Kuparuk Arpt.67/28E. **L–4J**

NDB unusable:

090°–130° byd 10 NM.

PITT MEADOWS BC (CYPK) 1 SW N49°12.97′ W122°42.77′ UTC−8(−7DT) **H–1D, 1E, L–1D, 1E**

MOT 11 BL4, 5, 10 ① H47(ASP) 08R–26L, ② 08L–26R, 18–36

SERVICE—S4 **FUEL** —(NC–100LL, A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L:	TORA–2485	TODA–2585	ASDA–2485	LDA–2485
RWY 08R:	TORA–4692	TODA–4992	ASDA–4692	LDA–4494
RWY 18:	TORA–2482	TODA–2584	ASDA–2484	LDA–2484
RWY 26L:	TORA–4692	TODA–4992	ASDA–4692	LDA–4470
RWY 26R:	TORA–2485	TODA–2585	ASDA–2485	LDA–2485
RWY 36:	TORA–2484	TODA–2584	ASDA–2484	LDA–2484

AIRPORT REMARKS —Parachute jumping to 12,500′ MSL on arpt. CAUTION: Quarry blasting ops within 0.5 NM radius N49°17′14″ W122°39′33″ (approximately 4.7 NM north of aerodrome) to 300 AGL. Coyotes invof rwys. 160′ lgtd crane 2 NM northwest of arpt. MIRL Rwy 08R–26L and Rwy 18–36 preset low intst 1600–0800Z‡ after 0800Z‡ ACTIVATE 120.0 key mike 3 times within 5 seconds for Rwy 26L, and 5 times within 5 seconds for Rwy 08R and 7 times within 5 seconds for Rwy 18–36 for 15 min duration lgt. Rwy 08R Declared Distances Information nights only TORA–4272, TODA–4794, ASDA–4272 and LDA–4272. Rwy 26L Declared Distance Information nights only TORA–4272, TODA–4770, ASDA–4272, and LDA–4272. Rwy 08L–26R no win maint. Rgt hand tfc Rwy 08R, Rwy 18 and Rwy 26R traffic pattern altitude 1000′ MSL. Seaplane traffic pattern altitude 500′ MSL on S side of Fraser River. Twy C fr apron to Twy B uncontrolled. Twy E east of Twy D private. ①Rwy 08R. ②Rwy 08R thld dsplcd 198′. Rwy 26L thld dsplcd 222′.

COMMUNICATIONS—(CTAF 126.3) (ATIS 125.0 1–877–517–2847 1500–0700Z‡) ⓐ(TIE–IN FSS VANCOUVER CYVR–NOTAM CYVR)

VANCOUVER APP CON—352.7 128.6 (Outer)

VANCOUVER DEP CON—363.8 132.3 (South)

TOWER —126.3 **(V)** (1500–0700Z‡) **GND CON** —123.8

AIRSPACE: CLASS D svc 1500–0700Z‡.

RADIO AIDS TO NAVIGATION

(H)VOR 112.4 YPK N49°12.95′ W122°42.90′ At Fld./21E.

RADIO/NAV/WEATHER REMARKS —LD call to Vancouver FSS dial 604–775–9505.

§ **PLATINUM** (PTU) (PAPM) 0 W N59°00.69′ W161°49.16′ UTC−9(−8DT) KODIAK
P 18 B 33(GVL) 14–32 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 14–32 soft when wet, also rough with ruts and swales. Portable rwy lgts avbl for emergency use only. Contact health clinic at 907–979–8100 or city of Platinum 907–979–8114 for deployment. ACTIVATE Rotating bcn—CTAF.

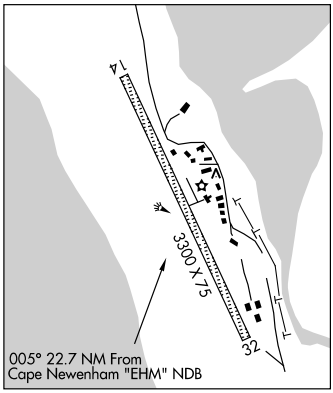
WEATHER DATA SOURCES: (AWOS–3 118.375 907–979–8800) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PTU)

RCO—122.50 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —251.1 124.2

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

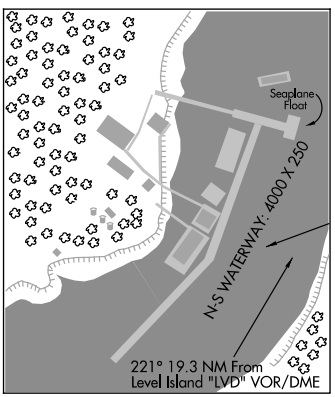


§ **POINT BAKER SEAPLANE** (KPB) 0 SE N56°21.11′ W133°37.36′ UTC−9(−8DT) JUNEAU
00 –40 N–S

SEAPLANE REMARKS —Attended daylt. Reefs N end. Dock and over ngt ramp. Boats may be tied to SPB dock/float ramp. Seaplane float designed to support 22,000 lbs maximum GWT helicopters. Float deteriorated, be alert when near full loading capacity.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA—NOTAM SIT)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS call 1–800–478–6300.



§ **POINT HOPE** (PHO) (PAPO) 2 SW N68°20.93′ W166°47.96′ UTC−9(−8DT) **CAPE LISBURNE**
P 12 BL4, 9 ① H40(ASP) 01–19 **H–1A, L–4H**
IAP

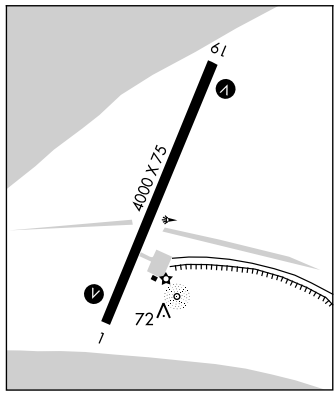
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Fuel avbl emerg only. Lateral cracks 1–3″ wide across width of rwy spaced 200′–500′ length of rwy. ACTIVATE MIRL Rwy 01–19 and VASI Rwy 01 and Rwy 19—CTAF. ① Rwy 01, TCH 27′. GS 3.0°. Rwy 19, TCH 27′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 118.325 907–368–2128).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM PHO OT CTC FAIRBANKS FAI)
RCO —122.25 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON —363.25 119.65

RADIO AIDS TO NAVIGATION
NDB(HW) 221 PHO N68°20.69′ W166°47.85′ At Fld. /16E. Unmonitored.

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **POINT LAY LRRS** (PIZ) (PPIZ) 1 S N69°43.97′ W163°00.32′ UTC−9(−8DT) **CAPE LISBURNE**
AF 22 BL4, 10 ①, 12 ② 45(GVL) 05–23 **H–1A, L–4I**
IAP

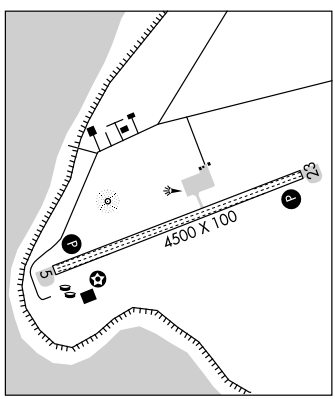
AIRPORT REMARKS —Unattended. Rwy 23 slope 0.3% up. ACTIVATE MIRL Rwy 05–23, PAPI and REIL Rwy 05 and Rwy 23 and rotating bcn–122.8. ①Rwy 05 and Rwy 23. ②Rwy 05, TCH 35′. GA 3.0°. Rwy 23, TCH 35′. GA 3.0°.

WEATHER DATA SOURCES—(ASOS PIZ 135.65 907–833–3112) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM PIZ)
RCO —122.4 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON—363.25 119.65

RADIO AIDS TO NAVIGATION
NDB(HW) 362 PIZ N69°44.06′ W163°00.81′ At Fld./15E.
ASOS

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS call 1–800–779–7709 or 907–852–2511.

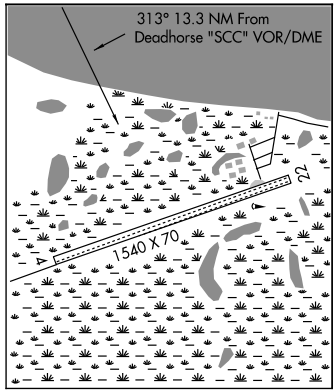


POINT McINTYRE (AK11) 0 S N70°24.10′ W148°40.93′ UTC−9(−8DT) **POINT BARROW**
15 15(GVL) 04–22

AIRPORT REMARKS —Unattended. Rwy 04–22 not maintained, recommend emergency use only. Rwy 04–22 soft spots with erosion, grass and rocks up to 3″ on sfc. Rwy built on 6′ x 10′ gravel pad with sharp dropoff on all sides.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

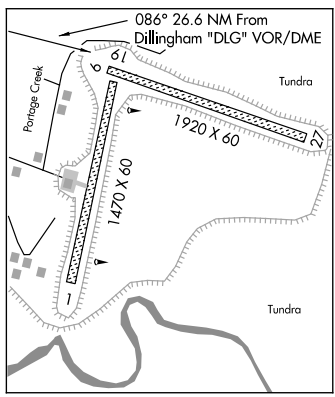


§ **PORTAGE CREEK** (A14) (PAOC) 0 E N58°54.39′ W157°42.85′ UTC−9(−8DT) **KODIAK**
P 137 19(GVL–DIRT) 09–27, 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 01–19 and Rwy 09–27 CLOSED to acft over 4000 lbs. First 200′ of Rwy 27′ CLOSED indef, brush growing rwy on edges. Rwy 01–19 sfc ruts 4″ x 6″ deep, ruts 8″ x 10 ″ 300′ fm thld Rwy 01. Rwys very soft, deep ruts may develop when sfc wet. No winter maintenance Rwy 09–27 from Oct 1 thru May 1. Rwy 01 and Rwy 19 NSTD markings, rwy edge and thld marked with orange cones. Rwy 09 and Rwy 27 NSTD markings, rwys marked with reflective cones. Rwy 09–27 slopes up to E end 3.0%. No line of sight btn rwy ends. Rwy 09 and Rwy 01—safety areas soft, may be unuse. Rwy 27 safety area eroding near bluff. No winter maintenance.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
KEMUK MOUNTAIN RCO —122.55 (DILLINGHAM FSS) Opr 1645–0845Z‡ OT ctc Kenai FSS.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



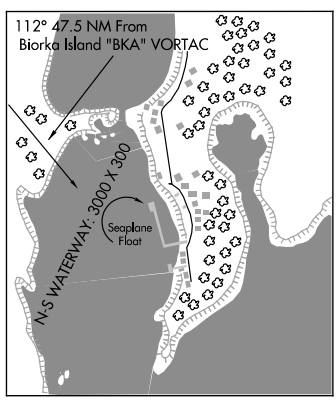
PORTAGE VISITOR CENTER POR N60°47.01′ W148°50.47′/103 **ANCHORAGE**
ASOS 135.45 907–783–2626. **L–1A, 3D, 4G**

§ **PORT ALEXANDER SEAPLANE** (AHP) (PAAP) 0 NE N56°14.81′ W134°38.89′ UTC−9(−8DT) **JUNEAU**
P 00 –30 N–S

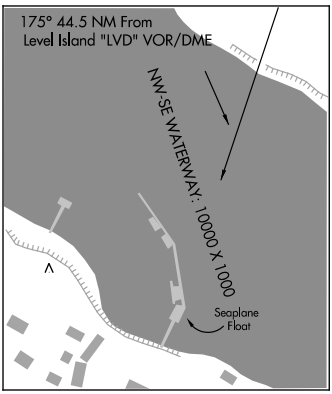
SEAPLANE REMARKS —Unattended. Anchorage sheltered. Dock. Boats may be tied to SPB dock/float ramp.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM AHP OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. When avbl Wx reports hourly only.



§ **PORT ALICE SEAPLANE** (16K) 0 S N55°47.09′ W133°35.65′ UTC−9(−8DT) **KETCHIKAN**
00 −100 NW−SE
SEAPLANE REMARKS —Unattended. Dock.Logs in landing area.
COMMUNICATIONS—(CTAF 122.9) (TIE−IN FSS KETCHIKAN KTN 1515−0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS —For a LC to Juneau FSS dial 789−7380.



PORT ALSWORTH

WILDER/NATWICK LLC (AK51) 0 N N60°11.92′ W154°19.48′ UTC−9(−8DT) **McGRATH**
PVT 288 42 (GVL) 05−23 **H−1B, 2J, L−3D**
FUEL —100LL, A
AIRPORT REMARKS —Unattended. Rwy soft during spring breakup. Rwy unattended—recommend visual inspection prior to landing. Minimal winter maintenance. Rwy 05−23 outlined with reflective cones. Rwy 05 rgt tfc.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE−IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1−866−864−1737.

PORT ANGELES

PORT ANGELES CGAS WA (NOW) (KNOW) 2 N N48°08.47′ W123°24.84′ UTC−8(−7DT) **SEATTLE**
13 B* L6 45 (ASP) 07−25 **H−1D, 1E, L−1E**
FUEL —J5
AIRPORT REMARKS —CLOSED TO PUBLIC. Attended continuously. CLOSED to all non−CG fixed wing acft without 24 hr PPR C360−417−5840. No tower/transient quarters not avbl. PPR for all transient acft. Birds on rwy spring thru summer. J5 fuel prior request for fuel and RON. Non standard HIRL—no rwy edge lgts N side first 1500′ on Rwy 07. Ctc Port Angeles air on 345.0 or 127.7, 15 minutes prior to lndg.
COMMUNICATIONS—(CTAF/UNICOM 122.975) (TIE−IN FSS SEATTLE SEA)
WHIDBEY APP/APP CON 285.65 118.2
OPS 345.0 127.7
RADIO AIDS TO NAVIGATION
EDIZ HOOK NDB (MHW) 338 K N48°08.39′ W123°24.20′ at fld. 6/22E.

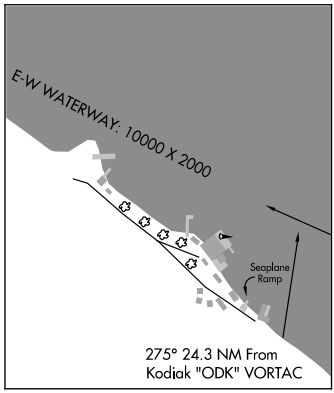
§ **WILLIAM R. FAIRCHILD INTL** (CLM) (KCLM) 3 NW N48°07.21′ W123°29.98′ (LRA) UTC−8(−7DT) **SEATTLE**
P 291 BL4, 5, 9 ①, 10 ② H63(ASP−GRVD) 08−26 ③ S−55, D−66, 2S−83, 2D−115, **H−1D, 1E, L−1E**
13−31 S30 **IAP**
SERVICE—S4 **FUEL** —(NC−100LL, A)
AIRPORT REMARKS —Attended 1500−0100Z‡. For after hours Jet A call 360−452−6206. Rwy 13−31 CLOSED SS to SR. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. Rwy 13 slope 1.4% up SE. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile NW AER 08. Traffic Pattern Altitude 1300′ MSL 1012′ AGL. Rwy 26 rgt tfc. Rwy 31 rgt tfc. ACTIVATE MIRL Rwy 08−26 and MALSR Rwy 08—CTAF. ① Rwy 08, TCH 47′. GS 3.0°. Rwy 26, TCH 49′. GS 4.0°. ②Rwy 26. ③Rwy 26 threshold displaced 1354′.
WEATHER DATA SOURCES —(ASOS 135.175 360−457−1070).
COMMUNICATIONS—(CTAF/UNICOM 122.975) (TIE−IN FSS SEATTLE SEA−NOTAM CLM)
PORT ANGELES RCO —122.6 (SEATTLE FSS)
Ⓡ **WHIDBEY APP/DEP CON** – 285.65 118.2 **WHIDBEY CLNC DEL** —124.15
AIRSPACE: CLASS E svc 1300−0730Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
ELWHA NDB(MHW/LOM) 515 CL N48°09.01′ W123°40.22′ 083° 7.1 NM to Fld.1069/22E.
NDB unusable:
100°−235° beyond 12 NM.
ILS 108.9 I−CLM Rwy 08. Class IA. LOM ELWHA NDB. Localizer unusable inside thld.
RADIO/NAV/WEATHER REMARKS —Toll free call to Seattle FSS dial 1−800−WX−BRIEF.

§ **PORT BAILEY SEAPLANE** (KPY) 0 NE N57°55.81′ W153°02.43′ UTC−9(−8DT) **KODIAK**
00 –100 E–W

SEAPLANE REMARKS —Unattended. Subject to heavy swells in NE, W winds. Operating area in Dry Spruce Bay. No beach at high tide. Rocky beach at low tides. Auxiliary beach 300 yards N usable at low tides.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

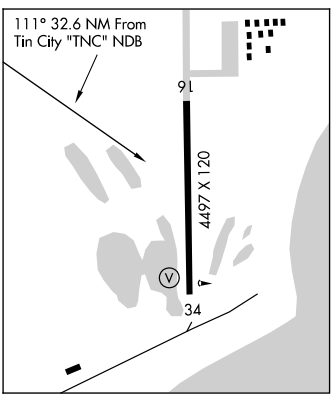


PORT CLARENCE CGS (KPC) (PAPC) 1 NE N65°15.21′ W166°51.46′ UTC−9(−8DT) **NOME**
CG 10 L4, 9②, 10 ① H45(ASP) 16–34 **H–1A, L–3A, 4H**

AIRPORT REMARKS —CLOSED TO THE PUBLIC. Avbl PPR only. Ctc Comdr at 907–642–3844 or on 122.8. 1372′(AGL) twr 5000′ WSW from S end. Mooring cables extend 1900′ in all directions. 1500′X120′ gravel overrun N end. N–S prevailing winds. No transient service and maintenance avbl. Rwy 34 rgt tfc. MIRL marked by 36″ by 1½ ″ diameter yellow plastic tubes in win conds. ①Rwy 34 ②Rwy 34, GA 3.0°.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

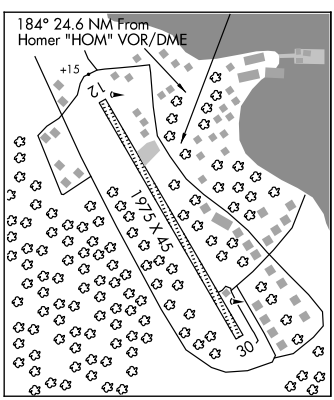


§ **PORT GRAHAM** (PGM) 0 W N59°20.90′ W151°49.89′ UTC−9(−8DT) **SEWARD**
P 93 20(GVL–DIRT) 12–30

AIRPORT REMARKS —Unattended. Rwy 12 approach restricted by hill. Rwy 30 approach restricted by trees. Rwy not regularly attended by maint pers, recommend visual inspection prior to use. Rwy 12–30 scattered sharp edge rocks to 3 in on rwy. Rwy dips in center and rwy edges soft during spring months. Rwy 30 develops frost heaves first 300′ and Rwy 12 first 500′ during winter. Rwy 12–30 marked with reflective cones.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡—NOTAM HOM OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a long distance call to Homer FSS dial 907–235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



PORT HARDY BC (CYZT) 5.2 SE N50°40.84′ W127°22.00′ UTC−8(−7DT) **H–1D, L–1D**

MOT 71 BL4, 5, 12 ①, 10 ② H50(ASP) 11–29, 16–34③, 07–25

SERVICE—S2 **FUEL** —(NC–100LL, A1, B)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4000	TODA–4902	ASDA–4000	LDA–4000
RWY 11:	TORA–4999	TODA–5983	ASDA–4999	LDA–4999
RWY 16:	TORA–3984	TODA–3984	ASDA–3984	LDA–3984
RWY 25:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 29:	TORA–4999	TODA–5819	ASDA–4999	LDA–4999
RWY 34:	TORA–3984	TODA–4476	ASDA–3984	LDA–2493

AIRPORT REMARKS —CAUTION: Trees to 150 AGL within 500′ of Rwys 07, 11, 25, 29, and 34. Extv eagle activity in the vcnty of thresholds Rwy 25 and Rwy 29. No win maint Rwy 16–34. Rwy 16–34 rstd to acft GWT of 12,500 lbs or less. Fuel avbl 1600–0200Z‡, OT page 250–949–5416. RVR avbl Rwy 29. Rwy 07–25, Rwy 16–34, and Twy A not avbl for acft taxi when visibility blo 1/2 sm (CAR 602.96). Customs avbl May–Sep 1600–0800Z‡ PPR ctc 888–226–7277, OT call out fee. Rwy 25 and Rwy 29 rgt tfc. ①Rwy 25, Rwy 29, GS 3.0°. ②Rwy 11 and 29. ③Rwy 34 thld displaced 1,491′.

COMMUNICATIONS—(CTAF 122.2) (TIE–IN FSS PORT HARDY CYZT–NOTAM CYZT)

HARDY RADIO —122.2 **(E)**

RCO —126.7 (PACIFIC FSS)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

VOR/DME 112.0 YZT Chan 57 N50°41.05′ W127°21.92′ At Fld./19E.

NDB(BH) 242 ZT N50°41.95′ W127°25.62′ 096° 2.6 NM to Fld./20E.

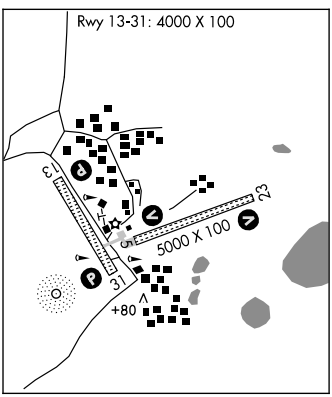
ILS/DME 109.5 I–IZT Chan 32 Rwy 11. Lczr reliable only within 30° eitehr side of centerline.

RADIO/NAV/WEATHER REMARKS —LD call to Port Hardy FSS dial 250–949–6331 or toll free 800–560–7353.

§ **PORT HEIDEN** (PTH) (PAPH) 6 NE N56°57.55′ W158°38.00′ UTC−9(−8DT) **KODIAK**

P 95 BL4, 9①, 10②, 12③ 50(GVL) 05–23, 13–31 **H–2J, L–2J**

AIRPORT REMARKS —Unattended. Maintenance duty hrs 1700–0200Z‡. Rwys soft when wet and during spring thaw. Safety areas soft with ruts, after heavy rains and during runoff. ACTIVATE MIRL Rwy 05–23, Rwy 13–31, REIL Rwy 05, Rwy 13, VASI Rwy 05, Rwy 23 and PAPI Rwy 13 and Rwy 31—CTAF. ①Rwy 05, TCH 27′. GS 3.0°. Rwy 23, TCH 25′. GS 3.0°. ②Rwy 05. Rwy 13. ③Rwy 13, TCH 28′ GS 3.0°. Rwy 31 TCH 39′ GS 3.0°.



WEATHER DATA SOURCES—(AWOS–3 135.4 907–837–2406).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PTH)

RCO —122.0 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 288.3 132.9

RADIO AIDS TO NAVIGATION

NDB(HW/DME) 371 PDN Chan 32 N56°57.26′ W158°38.85′ At Fld. 56/16E.

DME unusable:

050°–110° byd 32 NM blw 6500′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

PORTLAND

§ **PORTLAND–HILLSBORO** OR (HIO) (KHIO) 15 SW N45°32.44′ W122°57.01′ (LRA) UTC−8(−7DT) **SEATTLE**
P 208 BL4, 5, 6, 9①, 10②, 12③ H66(ASP) 12–30 S–50, D–70, 2S–89, 2D–110 **H–1E**
02–20④ S–45, D–58, 2D–90 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) LHOX and RB–LOW

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	02–20	4922

AIRPORT REMARKS —Attended 1400–0600Z‡. Rwy 02–20 CLOSED to touch and go landings between 0600–1400Z‡. Be alert for bird activity in vicinity Nov to May. Rwy 12 run–up area not visible from twr. TPA 1204′ MSL, 1000′ AGL. Noise abatement procedures in effect call 503–693–1963 or 503–460–4068. Rwy 12 touchdown rwy visual rang avbl. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 30 rgt tfc. Rwy 02 rgt tfc. When twr clsd ACTIVATE MALSR Rwy 12—CTAF. Flight Notification Service (ADCUS) avbl, 2 hour advance notice required Mon–Sat 0100–1400Z‡ and 24 hrs Sun and holidays. Ldg fee. ①Rwy 02, TCH 50′. GS 3.0° Rwy 20, TCH 50′. GS 3.0°. ②Rwy 30, TCH 50′. GS 3.0°. ③Rwy 12 TCH 49′. GS 3.0°. ④Rwy 20 thld dsplcd 172′.

WEATHER DATA SOURCES —(ASOS 503–640–2984)

COMMUNICATIONS—(CTAF 119.3)(UNICOM 122.95)(ATIS 127.65) (TIE–IN FSS McMINNVILLE MMV–NOTAM HIO)
Ⓡ **APP/DEP CON**—284.6 126.0
HILLSBORO TOWER—239.3 119.3 (1400–0600Z‡) **GND CON**—121.7

AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 345° 11.3 NM to fld. 1440/21E. **HIWAS.**

BANKS NDB (MHW) 356 PND N45°37.82′ W123°02.75′ 122° 6.7 NM to fld/21E.

ILS 110.7 I–HIO Rwy 12. Class IE. ILS unmonitored when twr closed. Localizer unusable byd 27° each side of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF. Emergency frequency 121.5 not avbl at twr.

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§ **PORTLAND INTL** OR (PDX) (KPDX) 4 NE N45°35.32′ W122°35.81′ (LRA) UTC−8(−7DT) **SEATTLE**
P 31 BL4, 5, 6, 8, 9①, 10②, 11, 12③ H110(ASP–GRVD) 10R–28L④ **H–1E**
S–200, D–200, 2S–175, 2D–360–PCN 63 F/A/X/T, 10L–28R S–200, D–200, 2S–175, **IAP, DIAP**
2D–400–PCN 63 F/A/X/T, 03–21 S–124, D–170, 2S–175, 2D–310–PCN 34 F/A/X/T
SERVICE—S4 **FUEL**—(NC–100LL, JET A) LHOX and RB–LOW and RB–HIGH

A—GEAR

Rwy 10R BAK–14 BAK 12A(B) (1625′) _____ BAK–14 BAK 12A(B) (2000′) **RWY 28L**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 10L:	TORA–9825	TODA–9825	ASDA–9825	LDA–8535
RWY 10R:	TORA–11000	TODA–11000	ASDA–11000	LDA–11000
RWY 21:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 28L:	TORA–11000	TODA–11000	ASDA–11000	LDA–11000
RWY 28R:	TORA–9825	TODA–9825	ASDA–9825	LDA–9290

AIRPORT REMARKS —Attended continuously. Class I, ARFF Index E. CLOSED to non–powered acft except in emergencies. Construction on Rwy 10L–28R in progress. See NOTAMS for current information. Migratory and wintering flocks of large waterfowl on and in vicinity of arpt. Heavy seagull activity Sep–Apr, expect high number of birds year around; check local advisories. Rwy 28R perimeter road at 200′ from rwy thld and 408′ right from rwy extended centerline. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Uncontrolled tfc at Pearson Field Vancouver WA, 3 NM west of Rwy 10L thld on extended centerline. Rwy 21 clsd to Height Group IV acft with cockpit to wheel height greater than 22′. Rwy 28R road in levee 480′ right. Rwy 21 dsplcd thld provides 50:1 over road levee and 24:1 over trees at 8830′. Rwy 28R 19′ levee located approximately parallel to rwy centerline extended at 200′ from thld. Dike located approximately 408′ from rwy centerline extended. Noise abatement procedures in effect call noise office at 503–460–4100. Rwy 28L arrivals are noise sensitive, expect apch to Rwy 28R with transition to Rwy 28L. Touchdown, midpoint and rollout rwy visual range avbl Rwy 10R–28L and Rwy 10L–28R. Twy T between the North Ramp and the General Aviation Ramp clsd to through tfc. Twy W between Twy A and the general aviation ramp clsd to acft with wingspan greater than 95′. Acft with wingspan between 79′ and 95′ must be towed. Twy K between the north ramp and the general aviation ramp clsd to thru tfc. Twy F between Rwy 10R–28L and Twy C clsd to acft over 65,000 pounds. Twy F clsd to non part 139 acft with wingspan greater than 194′. Twy F clsd to part 139 acft with wingspan greater than 108′. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to

CONTINUED ON NEXT PAGE

utilize the northwest ramp or the north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 clsd to acft with wingspan of 118′ and greater. Twy J clsd to acft with a wingspan greater than 171′. Acft with wingspan between 125′ and 171′ on Twy J must be under positive guidance by either towing or wingwalker. Twy V clsd to acft with wingspan greater than 135′. Acft with wingspan greater than 91′ prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighting in excess of 12,500 lbs prohibited on all rwys and taxiways. Rwy 10R rgt tfc. Rwy 28R rgt tfc. Flight Notification Service (ADCUS) available. Rwy 10L and Rwy 28R MALSR OTS indef. **ANG:** See FLIP AP/1 for Supplementary Info. PPR/Official Business Only. Base ops opr Mon–Fri 1500–2300Z‡ exc holidays. DSN 638–4390, C503–335–4390. Ctc Base OPS 15 min prior to ldg and after dep on 281.2. Transit quarters not avbl. Hazardous bird conditions exist. Phase I May–Oct, Phase II Nov–Apr. Current bird watch conditions are not reported on ATIS. Tran quarters not avbl. ①Rwy 28L, TCH 60′ GS 3.0°. ②Rwy 03, TCH 60′, GS 3.3°. Rwy 21, TCH 32, GS 3.6°. ③Rwy 10R, TCH 71′, GS 3.0°, Rwy 10L, TCH 60′, GS 3.0°, Rwy 28R, TCH 65′ GS 3.0°, Rwy 03, Rwy 21. ④Rwy 10L thld dsplcd 1290′, Rwy 28R dsplcd 535′.

WEATHER DATA SOURCES —(ASOS– C503–284–6771) WSP.

COMMUNICATIONS—(UNICOM 122.95)(D–ATIS 269.9 128.35 C503–493–7557)(ARR 239.25 120.625)(DEP C503–493–7558) (TIE–IN FSS MCMINNVILLE MMV–NOTAM PDX)

Ⓡ **APP CON**—299.2 124.35 (280°–099°) 284.6 118.1 (100°–279°)

TOWER—257.8 118.7 (Rwy 10L–28R) 251.125 123.775 (Rwy 03–21 and Rwy 10R–28L)

GND CON—348.6 132.275 121.9 **CLNC DEL**—318.1 120.125

Ⓡ **DEP CON**—299.2 124.35 (280°–099°) 284.6 118.1 (100°–279° 290.3 127.85

939 ARW COMD POST—381.0 (LOGGER Con 311.0)

ANG BASE OPS—288.9 (Guard Comd Post) 280.5 (Portland Guard OPS)

AIRSPACE: CLASS C ctc **APP CON**

RADIO AIDS TO NAVIGATION

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 160° 9.6 NM to fld. 253/21E.

(L) VORW/DME 111.8 PDX Chan 55 N45°35.62′ W122°36.38′ at fld. 23/20E.

VOR/DME unusable:

001°–024° 322°–351°

025°–039° byd 30 NM 351°–001° byd 20 NM blw 5500′

131°–230° 351°–001° byd 34 NM blw 6500′

COLUMBIA (H) TACAN Chan 29 CBU (109.2) N45°35.32′ W122°36.68′ at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 277° 6.4 NM to fld.

ILS/DME 111.3 I–VDG Chan 50 Rwy 10L. Class IT.

ILS 110.5 I–PDX Chan 42 Rwy 10R. Class IIIE.

ILS 111.3 I–IAP Rwy 28R DME also serves Rwy 10L.

ILS/DME 108.9 I–GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course.

ILS 110.5 I–JMJ Chan 42 Rwy 28L. Class IT. Coupled apchs not authorized blo 420′ due to glide slope reversal 0.9 NM from Rwy 28L thld.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

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§ **PORTLAND–TROUTDALE** OR (TTD) (KTTD) 10 E N45°32.96′ W122°24.08′ UTC−8(−7DT) **SEATTLE**

P 39 BL4, 9①, 10, 12② H54(ASP) 07–25 S–19, D–25 **IAP**

SERVICE—S4 **FUEL**—(NC–100LL, JET A) HPOX

AIRPORT REMARKS —Attended 1500–0600Z‡. CAUTION: Migratory flocks of waterfowl on and invof arpt. Portland Intl arpt (PDX) Rwy 10L–28R extended centerline crosses arpt, ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwy 07–25—CTAF. Rwy 07 VASI and PAPI Rwy 25 opr continuously. ①Rwy 07, TCH 50′. GS 3.0°. ②Rwy 25 TCH 47′, GA 3.0°.

WEATHER DATA SOURCES —(ASOS 135.625 503–492–2887)

COMMUNICATIONS—(CTAF 120.9) (UNICOM 122.95) (ATIS 135.625 503–492–2887) (TIE–IN FSS MCMINNVILLE MMV–NOTAM TTD)

Ⓡ **PORTLAND APP CON**—299.2 124.35 (280°–099°) 284.6 118.1 (100°–279°)

Ⓡ **PORTLAND DEP CON**—299.2 124.35

TROUTDALE TOWER —254.3 120.9 (1500–0600Z‡) **GND CON**—121.8

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 125° 14.4 NM to fld. 253/21E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 059° 2.6 NM to fld.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF. . Emergency frequency 121.5 not avbl at twr.

utilize the northwest ramp or the north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 clsd to acft with wingspan of 118′ and greater. Twy J clsd to acft with a wingspan greater than 171′. Acft with wingspan between 125′ and 171′ on Twy J must be under positive guidance by either towing or wingwalker. Twy V clsd to acft with wingspan greater than 135′. Acft with wingspan greater than 91′ prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighting in excess of 12,500 lbs prohibited on all rwys and taxiways. Rwy 10R rgt tfc. Rwy 28R rgt tfc. Flight Notification Service (ADCUS) available. Rwy 10L and Rwy 28R MALSR OTS indef. **ANG:** See FLIP AP/1 for Supplementary Info. PPR/Official Business Only. Base ops opr Mon–Fri 1500–2300Z‡ exc holidays. DSN 638–4390, C503–335–4390. Ctc Base OPS 15 min prior to ldg and after dep on 281.2. Transit quarters not avbl. Hazardous bird conditions exist. Phase I May–Oct, Phase II Nov–Apr. Current bird watch conditions are not reported on ATIS. Tran quarters not avbl. ①Rwy 28L, TCH 60′ GS 3.0°. ②Rwy 03, TCH 60′, GS 3.3°. Rwy 21, TCH 32, GS 3.6°. ③Rwy 10R, TCH 71′, GS 3.0°, Rwy 10L, TCH 60′, GS 3.0°, Rwy 28R, TCH 65′ GS 3.0°, Rwy 03, Rwy 21. ④Rwy 10L thld dsplcd 1290′, Rwy 28R dsplcd 535′.

WEATHER DATA SOURCES —(ASOS– C503–284–6771) WSP.

COMMUNICATIONS—(UNICOM 122.95)(D–ATIS 269.9 128.35 C503–493–7557)(ARR 239.25 120.625)(DEP C503–493–7558) (TIE–IN FSS MCMINNVILLE MMV–NOTAM PDX)

Ⓡ **APP CON**—299.2 124.35 (280°–099°) 284.6 118.1 (100°–279°)

TOWER—257.8 118.7 (Rwy 10L–28R) 251.125 123.775 (Rwy 03–21 and Rwy 10R–28L)

GND CON—348.6 132.275 121.9 **CLNC DEL**—318.1 120.125

Ⓡ **DEP CON**—299.2 124.35 (280°–099°) 284.6 118.1 (100°–279° 290.3 127.85

939 ARW COMD POST—381.0 (LOGGER Con 311.0)

ANG BASE OPS—288.9 (Guard Comd Post) 280.5 (Portland Guard OPS)

AIRSPACE: CLASS C ctc **APP CON**

RADIO AIDS TO NAVIGATION

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 160° 9.6 NM to fld. 253/21E.

(L) VORW/DME 111.8 PDX Chan 55 N45°35.62′ W122°36.38′ at fld. 23/20E.

VOR/DME unusable:

001°–024° 322°–351°

025°–039° byd 30 NM 351°–001° byd 20 NM blw 5500′

131°–230° 351°–001° byd 34 NM blw 6500′

COLUMBIA (H) TACAN Chan 29 CBU (109.2) N45°35.32′ W122°36.68′ at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 277° 6.4 NM to fld.

ILS/DME 111.3 I–VDG Chan 50 Rwy 10L. Class IT.

ILS 110.5 I–PDX Chan 42 Rwy 10R. Class IIIE.

ILS 111.3 I–IAP Rwy 28R DME also serves Rwy 10L.

ILS/DME 108.9 I–GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course.

ILS 110.5 I–JMJ Chan 42 Rwy 28L. Class IT. Coupled apchs not authorized blo 420′ due to glide slope reversal 0.9 NM from Rwy 28L thld.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

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§ **PORTLAND–TROUTDALE** OR (TTD) (KTTD) 10 E N45°32.96′ W122°24.08′ UTC−8(−7DT) **SEATTLE**

P 39 BL4, 9①, 10, 12② H54(ASP) 07–25 S–19, D–25 **IAP**

SERVICE—S4 **FUEL**—(NC–100LL, JET A) HPOX

AIRPORT REMARKS —Attended 1500–0600Z‡. CAUTION: Migratory flocks of waterfowl on and invof arpt. Portland Intl arpt (PDX) Rwy 10L–28R extended centerline crosses arpt, ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwy 07–25—CTAF. Rwy 07 VASI and PAPI Rwy 25 opr continuously. ①Rwy 07, TCH 50′. GS 3.0°. ②Rwy 25 TCH 47′, GA 3.0°.

WEATHER DATA SOURCES —(ASOS 135.625 503–492–2887)

COMMUNICATIONS—(CTAF 120.9) (UNICOM 122.95) (ATIS 135.625 503–492–2887) (TIE–IN FSS MCMINNVILLE MMV–NOTAM TTD)

Ⓡ **PORTLAND APP CON**—299.2 124.35 (280°–099°) 284.6 118.1 (100°–279°)

Ⓡ **PORTLAND DEP CON**—299.2 124.35

TROUTDALE TOWER —254.3 120.9 (1500–0600Z‡) **GND CON**—121.8

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 125° 14.4 NM to fld. 253/21E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 059° 2.6 NM to fld.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF. . Emergency frequency 121.5 not avbl at twr.

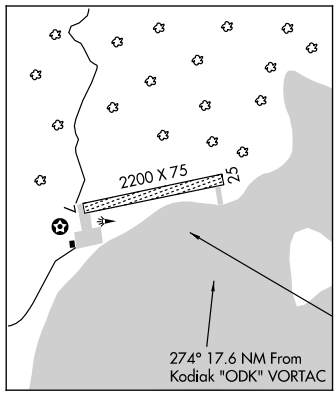
§ **PORT LIONS** (ORI) 2 NE N57°53.12′ W152°50.77′ UTC−9(−8DT) KODIAK

P 52 BL 4 22(GVL) 07–25

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Subject to downdrafts during NE winds. Rwy width 100 ft between rwy edge markers. Safety area S side of Rwy 07–25 used as a road. Rwy 07 trees on hill 200 ft above thld 956′ from rwy end. Rwy 07–25 reflective thld cones and thld panels. Windsock pole is bent. May cause windsock to be unreliable. ACTIVATE MIRL Rwy 07–25 rot bcn and windsock lgts—122.9. Rwy 07 rgt tfc.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



PORT MOLLER (Cold Bay) (1AK3) (PAAL) 87 NE N56°00.36′ W160°33.65′ KODIAK
UTC−9(−8DT) L–2I

PVT 20 35(GVL) 01–19

AIRPORT REMARKS —Unattended. No svc avbl. Recommend visual inspection prior to ldg.

COMMUNICATIONS—(TIE–IN FSS COLD BAY CDB 1700–0300Z‡ OT CTC KENAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

PORT PROTECTION SEAPLANE (19P) 0 E N56°19.73′ W133°36.61′ UTC−9(−8DT) JUNEAU
0 –40 NW–SE

FUEL —(NC–80, 100)

SEAPLANE REMARKS —Attended daylight. Watch for crab pot buoys in acft opr areas. Opr area in Wooden Wheel Cove. Planes pull up on the beach or store dock.

COMMUNICATIONS—(TIE–IN FSS–SITKA SIT–NOTAM SIT)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

PORT TOWNSEND

§ **JEFFERSON CO INTL** WA (ØS9) 4 SW N48°03.23′ W122°48.64′ (AOE) UTC−8(−7DT) SEATTLE

P 108 BL4, 10, 12① H30(ASP) 09–27 S–12.5 L–1E

SERVICE—S4 **FUEL**—(NC–100LL)

AIRPORT REMARKS —Attended 1700–0100Z‡. 100LL fuel avbl 24 hrs with credit card. No cash sales. TPA 998′ MSL 890′ AGL. Noise abatement procedures in effect ctc arpt manager 360–385–0656. Tkf and ldg prohibited on turf next to rwy. Rwy 09 rgt tfc. ACTIVATE MIRL Rwy 09–27—CTAF. ①Rwy 09 TCH 30′ GS 3.0°. Rwy 27 TCH 30′. GS 3.0°.

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)

RADIO AIDS TO NAVIGATION

PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ 271° 22.9 NM to fld. 670/20E.

RADIO/NAV/WEATHER REMARKS—For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

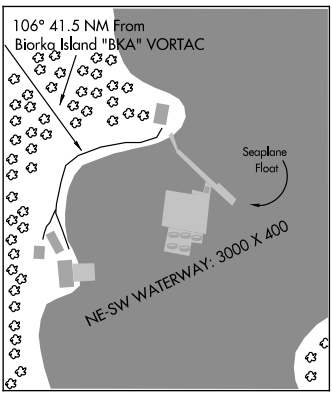
PORT WALTER SEAPLANE (PWR) 0 N N56°22.86′ W134°39.06′ UTC−9(−8DT) **JUNEAU**

00 –30 NE–SW

SEAPLANE REMARKS —Unattended. Year round ops. Bay freezes over in winter occasionally. Bay exposed to northerly swells at high tides. Rocks near shore in NE channel. Float low in water at Little Port Walter.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 1–800–478–6300. For toll free call to Juneau FSS dial 1–800–WX–BRIEF.



POTATO POINT N61°03.80′ W146°42.12′ **ANCHORAGE**

RCO —122.4 (JUNEAU FSS) **L–1A, 3D, 4G**

POWELL RIVER BC (CYPW) 0 E N49°50.04′ W124°30.02′ UTC−8(−7DT) **L–1E**

DISTRICT OF POWELL RIVER 425 BL4, Ⓛ10, 12 H36(ASP) 09–27

SERVICE—S2 **FUEL** —(NC–100, A1)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–3621 TODA–4326 ASDA–3805 LDA–3621

RWY 27: TORA–3621 TODA–3965 ASDA–3729 LDA–3621

AIRPORT REMARKS —Conduct ngt circuit procedures W of hazard bcns. Ocnl parachute jumping wkd daylt hrs. Rwy 09 2% up gradient. Only pilots familiar with terrain should use this arpt during hrs of darkness. Ngt ops not recommended unless both hazard bcns are oprg. Trees approximately 250′ south of rwy edge along full length of rwy, trees to 150′ AGL. Occasional parajumps at aerodrome weekends, daylight hours. 2 marked power poles to 25′, 500′ W of thld Rwy 09, 170′ N and S of rwy centerline. Deer invof rwy. Rwy 09–27 turn around bays to N side of each rwy end. Customs avbl 1700–0100Z‡ Mon–Fri, excluding holidays PPR ctc 888–226–7277. Rwy 09 rgt tfc. ACTIVATE MIRL Rwy 09–27, REIL Rwy 09, Rwy 27 and taxiway lgts—123.0. PAPI Rwy 09 and Rwy 27 opr cont at med int. REIL Rwy 09 and Rwy 27 high int only. Ⓛ Rwy 09, GS 3.0°. Rwy 27 GS 4.0°.

COMMUNICATIONS—(TIE–IN FSS CAMPBELL RIVER CYBL 1330–0530Z‡–NOTAM CYBL OT CTC PORT HARDY)

RCO —126.7 (KAMLOOPS FSS)

COMOX TERMINAL CONTROL —227.6 123.7**(E)** For IFR clnc ctc Comox Terminal 250–339–8115 before tkof.

RADIO AIDS TO NAVIGATION

NDB(MH) 382 YPW N49°50.20′ W124°30.08′ At Fld./19E.

DME 9S 109.3 Chan 30 N49°50.13′ W124°29.95′

RADIO/NAV/WEATHER REMARKS —LD call to Campbell River FSS dial 250–923–3942. Calls are automatically transferred to Port Hardy FSS when Campbell River FSS is closed. UNICOM avbl Mon–Fri 1530–0000Z‡ (1430–2300Z DT) O/T tfc.

PRIBILOF N56°34.44′ W169°38.87′ **DUTCH HARBOR**

NDB(HW/DME) 399 SRI Chan 96 At St George. 97/11E. **H–2I, L–2I, 3B**

DME unusable:

360°–090° byd 12 NM blw 18,000′

090°–180° byd 10 NM blw 8,000′

280°–300° byd 18 NM blw 8,000′

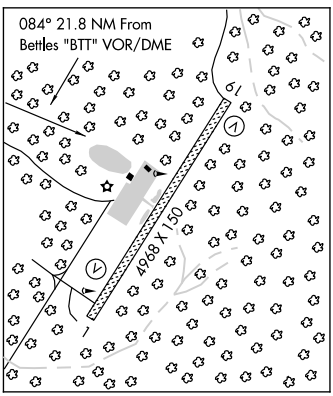
300°–360° byd 10 NM blw 3,000′

300°–360° byd 14 NM blw 18,000′

RCO —122.5 (KENAI FSS)

PRINCE RUPERT BC (CYPR) 5 WSW N54°17.15′ W130°26.68′ (AOE) UTC−8(−7DT) **KETCHIKAN**
MOT 116 *B*L *5, *6, *7, *9 ①, *10 ② H60(ASP) 13–31 **H–1D, L–1C**
FUEL —(NC–A1)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–6000 TODA–6853 ASDA–6000 LDA–6000
RWY 31: TORA–6000 TODA–6984 ASDA–6000 LDA–6000
AIRPORT REMARKS —Fuel avbl Sun–Fri 1600–0345Z‡ Sat 1600–2345Z‡ OT call out charge. Hrs subject to chg, contact supplier for current sked 250–627–1801. All lighting O/R to FSS 1400–0600Z‡ OT ACTIVATE—122.5. High gnd to 295′ MSL adjacent to eastern edge of rwy 1,200′ from centerline. Trees to 100′ MSL 300′ W of rwy centerline. Twy B no win maint. Customs avbl 24 hrs PPR ctc 888–226–7277. Rgt tfc Rwy 13. Rwy 31 ODALS. ①Rwy 31. ②Rwy 31.
COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS PRINCE RUPERT CYPR 1400–0600Z‡—NOTAM CYPR OT TERRACE CYXT)
RADIO —122.5(V) (1400–0600Z‡)
RCO 122.5 (TERRACE FSS) (0600–1400Z‡)
RCO —123.275 (PACIFIC FSS)
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION
NDB(HW) 218 PR 218 N54°15.80′ W130°25.44′ 310° 1.5 NM to fld./22E. Unmonitored when Prince Rupert FSS clsd.
DME IPR 109.7 Chan 34 N54°17.44′ W130°27.04′
VHF/DF
ILS/DME 109.7 I–IPR Chan 34 Rwy 13. Rwy 31 localizer back course reliable only within 25 NM.
RADIO/NAV/WEATHER REMARKS—LD call to Prince Rupert FSS dial 250–627–5384. Calls are automatically transferred to Terrace FSS when Prince Rupert FSS is closed. For a toll free call to Terrace FSS dial 800–590–2110.

§ **PROSPECT CREEK** (PPC) (PAPR) 3 NE N66°48.84′ W150°38.62′ UTC−9(−8DT) **FAIRBANKS**
P 1095 BL4, 9 ①,10 ② 49(GVL) 01–19 **H–1B, L–4J**
AIRPORT REMARKS —Unattended. Class IV, ARFF Index A. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 907–787–4502. Arpt maintained by private company. All arpt lighting privately owned and operated. Limited snow removal. Arpt lights opr 24 hrs. Recommend visual inspection prior to using. Rwy condition not monitored. Rotating beacon located on Alyeska flight advisory building is on only when the facility is manned at Prospect Creek. ①Rwy 19 TCH 34′ GS 3.0°. Rwy 01 TCH 39′ GS 3.0°. ②Rwys 01 and 19.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM PPC)
RADIO AIDS TO NAVIGATION
NDB(MHW) 340 PPC N66°49.13′ W150°38.97′ At Fld./21E. Privately owned and operated.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



PROVIDENCE HOSPITAL HELIPORT (See ANCHORAGE)

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (See SEWARD)

PRUDHOE BAY/DEADHORSE

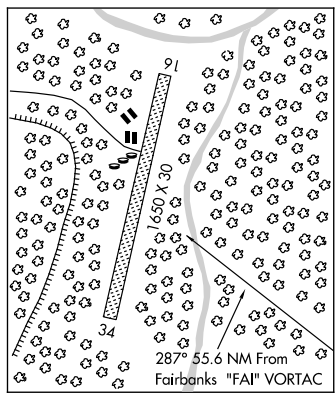
NORTHSTAR HELIPORT (9ØAK) 22 NW N70°29.53′ W148°42.22′ UTC−9(−8DT) **POINT BARROW**
PVT 10 62X55(WOOD) H1
HELIPORT REMARKS —Attended continuously.
COMMUNICATIONS—(TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT CTC FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For LC to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

PUNTZI MOUNTAIN BC (CYPU) 17 W N52°06.77′ W124°08.68′ UTC−8(−7DT) **H–1D**
MOT 2985 H60(ASP) 05–23
AIRPORT REMARKS —Not regularly attended. No winter maintenance. Restricted to airtanker acft during fire fighting ops.
COMMUNICATIONS—(CTAF 126.7) (TIE–IN FSS WILLIAMS LAKE CYWL–NOTAM CYWL)
RCO—126.7 (WILLIAMS LAKE FSS)
RADIO/NAV/WEATHER REMARKS —LD call to Williams Lake FSS dial 250–989–4415.

PURKEYPILE (Ø1A) 10 SW N62°56.62′ W152°16.20′ UTC−9(−8DT) **McGRATH**
1950 12 (GVL) 08–26
AIRPORT REMARKS —Attended May–Sep daylight only. Rwy not maintained in winter. 600′ safety area south of Rwy 36 thld rough. Rwy 26 thld marked with white buckets.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

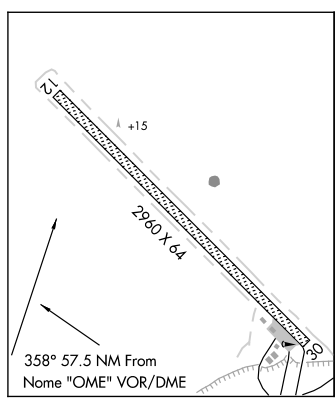
PUT RIVER N70°13.36′ W148°24.97′ **POINT BARROW**
NDB(HW) 376 PVQ 188° 2.0 NM to Deadhorse/23E **H–1A, L–4J**

QUAIL CREEK (2ØK) 1 S N65°21.24′ W149°45.73′ UTC−9(−8DT) **FAIRBANKS**
1550 16(DIRT) 16–34
AIRPORT REMARKS —Unattended. Rwy not maint recommend visual inspection prior to ldg. Rwy 16–34 lctd in mountain ravine, expect turbulent winds. Steep turning apch required either direction. Rwy 16–34 soft when wet, 48″ brush and 36″ grass entire rwy sfc. Rwy 16–34 soft when wet, rutted, brush growing on rwy with entire sfc covered in 18″ tall grass. Rwy suitable only for high–wing, conventional geared acft, due to brush encroachment. No line of sight between rwy ends.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS For a toll free call to Fairbanks FSS dial 1–866–248–6516.



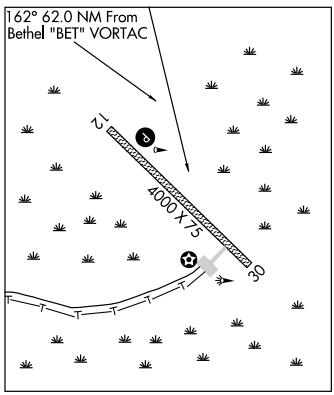
QUARTZ CREEK (See COOPER LANDING)

QUARTZ CREEK (KOUGAROK) (5QC) 2 S N65°24.36′ W164°39.34′ UTC−9(−8DT) **NOME**
P 416 29(GVL) 12–30
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Washouts 350 ft from Rwy 12 thld N half of rwy has humps and dips with rocks to 4 inches, N 1000 ft grown over with grass to 12 inches, rwy not maintained. Rwy 12–30 edge and thld marked by 30″ orange cones. No line of sight between ends of rwy.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

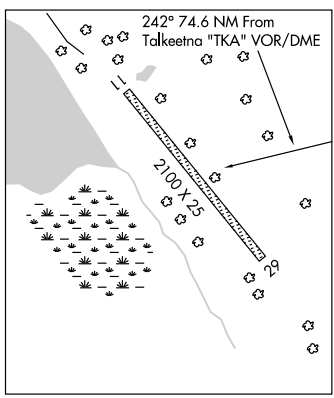


§ **QUILLAYUTE** WA (UIL) (KUIL) 1 SW N47°56.20′ W124°33.76′ UTC−8(−7DT) **SEATTLE**
P 194 H42(CON) 04–22① S–30, D–50 **H–1E, 1D, L–1E**
AIRPORT REMARKS —Unattended. Pedestrians, vehicles and animals on and in vicinity of rwy. ①Rwy 22 thld dsplcd 800′.
WEATHER DATA SOURCES —(ASOS–3 135.225 360–374–9731)
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SEATTLE SEA–NOTAM UIL)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **QUINHAGAK** (AQH) (PAQH) 2 E N59°45.31′ W161°50.72′ UTC−9(−8DT) **KODIAK**
P 42 BL4, 10①, 12② 40(GVL) 12–30 **H–2J, L–3C**
IAP
AIRPORT REMARKS —Unattended. Landing fee. For landing fees ctc the village arpt manager at 907–556–8165, fax 907–556–8166. Rwy condition not monitored, recommend visual inspection prior to using. Potholes entire length of rwy. Equipment occasionally on rwy. N side of rwy lined with sandbags. Three large swales cross rwy. Rwy 12 REIL OTS indef. Rwy 12 PAPI OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12–30, PAPI Rwy 12, REIL Rwy 12 and rotating bcn—CTAF. ①Rwy 12. ②Rwy 12 TCH 26′ GS 3.0°.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.8) (UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM PAEH)
RCO —122.1 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **RAINY PASS LODGE** (6AK) 2 E N62°05.05′ W152°43.05′ UTC−9(−8DT) **McGRATH**
1900 21(DIRT) 11–29
AIRPORT REMARKS —Attended May–Sep daylight only. Recommend visual inspection prior to use. Pilots are requested to self announce intentions on CTAF. Rwy 11–29 not maintained in winter and no snow removal. Rwy extremely soft dur ice breakup and heavy rain. Exploration activities in progress. Helipad located 1 NM N of airstrip. Construction materials located near Rwy 11 thld and immediately adjacent to rwy edge, south side. Rwy doglegs to NE near Rwy 11 thld. Rwy 11–29 has 25′ wide dirt path with 3′ to 5′ brush on both sides. Rwy sfc has ruts and dips entire length. Rwy 11 thld marked with cones. Rwy 29 rgt tfc.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PTI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



RALPH M CALHOUN (See TANANA)

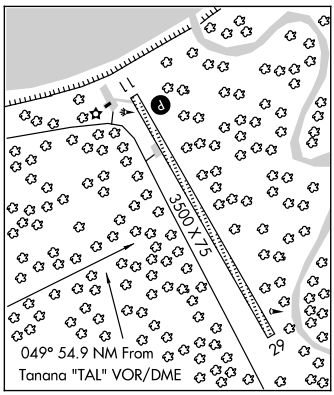
RALPH WIEN MEM (See KOTZEBUE)

§ **RAMPART** (RMP) 1 E N65°30.47′ W150°08.45′ UTC−9(−8DT) FAIRBANKS
P 302 BL4, 10①, 12② 35(GVL) 11–29 L–4J

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Frequent crosswinds and turbulence from each rwy end. Rwy slopes gradually uphill from river. Snow removal ops dur winter, monitor CTAF. ACTIVATE MIRL Rwy 11–29, REIL Rwy 11 and PAPI Rwy 11—CTAF. ①Rwy 11. ②Rwy 11, TCH 25′. GS 3.0°.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



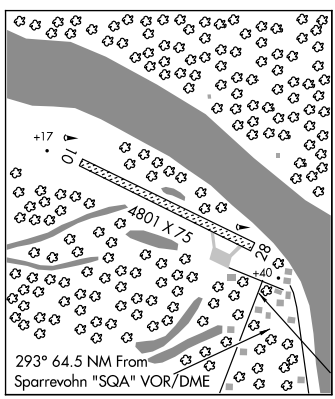
RATZ MOUNTAIN N55°48.97′ W132°41.17′ KETCHIKAN
RCO —122.15 (KETCHIKAN FSS) L–1C

§ **RED DEVIL** (RDV) 1 NW N61°47.29′ W157°21.02′ UTC−9(−8DT) McGRATH
P 174 48(GVL) 10–28 H–1B, 2J, L–3C

AIRPORT REMARKS —Unattended. Night operations prohibited, except rotary wing acft. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 10–28 thld marked by 30 inch tall orange cones with reflective collars and thld panels. Rwy 10–28 nstd pvt lgts.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM SLQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



RED DOG N68°01.94′ W162°54.24′ CAPE LISBURNE
NDB(MHW/DME) 429 DGG Chan 23 159° 69.5 NM to Ralph Wien Mem. 955/15E. L–4H
DME Chan 23 paired with VHF frequency 108.6. (Pvt use only).

REDMOND

§ **ROBERTS FLD** OR (RDM) (KRDM) 1 SE N44°15.24′ W121°09.00′ UTC−8(−7DT) **KLAMATH FALLS**
P 3080 BL5, 6, 9①, 10②, 12③ H70(ASP–GRVD) 04–22 S–68, D–110, 2S–140, 2D–200 **H–1E**
10–28 S–28, D–40 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, JET A)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7038 TODA–7038 ASDA–7038 LDA–7038
RWY 10: TORA–7006 TODA–7006 ASDA–7006 LDA–7006
RWY 22: TORA–7038 TODA–7038 ASDA–7038 LDA–7038
RWY 28: TORA–7006 TODA–7006 ASDA–7006 LDA–7006

AIRPORT REMARKS —Attended 1330Z‡–dusk. For fuel after hrs call 541–410–2938 or 541–480–0014. Class I, ARFF Index B. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call airport manager 541–548–0646 extension 3496. Acft in excess of SW 28 or DW 40 prohibited from landing or takeoff Rwy 10–28 except with PPR from airport manager when Rwy 04–22 is unavailable. Rwy 10 slope 0.5% up SE. Rwy 22 slope 0.3% up SW. Occasional wildlife on and in vicinity of arpt. Taxiway G restricted to acft 26,000 lbs or less. Twy B for Forest Service use only, not avbl for use by air carrier acft with more than 30 passenger seats. Terminal apron not avbl for general aviation acft. Helipad H1 for pvt use only. When twr clsd ACTIVATE HIRL Rwy 04–22, MIRL Rwy 10–28, MALSR Rwy 22, REIL Rwy 04, Rwy 10 and Rwy 28 and Twy lgts—CTAF. ①Rwy 04, TCH 50′. GS 3.0°. Rwy 10, TCH 50′. GS 3.0°. ②Rwy 04. Rwy 10. Rwy 28, TCH 50′. GS 3.0°. ③Rwy 22, TCH 43′. GS 3.0°. Rwy 28.

WEATHER DATA SOURCES —(ASOS 119.025 541–504–8743)

COMMUNICATIONS—(CTAF 124.5)(UNICOM 122.95) (ATIS 119.025 541–548–1742) (TIE–IN FSS MCMINNVILLE MMV–NOTAM RDM)
REDMOND RCO 122.5 (MCMINNVILLE FSS)
SEATTLE CENTER APP/DEP CON—257.75 128.15
TOWER—256.8 124.5 (1400–0400Z‡) **GND CON**—121.8

AIRSPAC E: CLASS D svc 1400–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 071° 6.6 NM to fld. 4101/18E. **HIWAS.**
BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 222° 6.5 NM to fld.
NDB unusable:
091°–111° byd 25 NM blw 14000′
ILS 109.1 I–RDM Rwy 22. Class IE. LOM BODEY NDB

RADIO/NAV/WEATHER REMARKS—For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF. ATC radar svc provided within 40 NM radius by SEATTLE Center to transponder equipped acft only. RDM ATCT does not provide ATC radar svc.

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§ **RENTON MUNI** WA (RNT) (KRNT) 0 NW N47°29.59′ W122°12.95′ (LRA) UTC−8(−7DT) **SEATTLE**
P 32 BL4, 9 ①, 10 ②, 12 ④ H54(ASP—CON–GRVD) 16–34 ③ S–100, D–130, 2D–340 **H–1D, 1E**
SERVICE—S4 **FUEL** —(NC–100LL, A1 +) LHOX **IAP**

AIRPORT REMARKS —Attended 1500Z‡–dusk. Seaplane base NW corner arpt. TPA 1000′. TPA west of the field is 1218′ AGL due to terrain immediately west of the arpt. Rwy 34 20′ blast fence 190′ from end of rwy. Rwy 34—20′ blast fence 544′ from displaced thld. Numerous flocks of birds in vicinity of arpt and along Lake Washington shoreline at all times. West twy closed to acft with a wing span 118′ or over. Rwy 34 rgt tfc. Noise abatement procedures in effect ctc arpt manager 425–430–7471. Be alert for Boeing production acft being towed across the rwy during hrs twr closed. Rwy 16–34 NSTD MIRL, 340′ SE end unlit. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and twy lgts—CTAF. Flight Notification Service (ADCUS) available. ①Rwy 16, TCH 50′ GS 3.0°. ②Rwy 16 and 34. ③Rwy 16 threshold displaced 300′. Rwy 34 threshold displaced 340′. ④Rwy 34, TCH 59′ GS 3.75°.

WEATHER DATA SOURCES —(ASOS 425–255–6080) (LAWRS).

COMMUNICATIONS—(CTAF 124.7) (UNICOM 122.95) (ATIS 126.95) (TIE–IN FSS SEATTLE SEA–NOTAM RNT)
Ⓡ **SEATTLE APP/DEP CON** —269.125 120.4 (301°–340° Rwy 34) 290.9 125.9 (076°–160° Rwy 34) (301°–340° Rwy 16) 284.7 119.2 (076°–160° Rwy 16) (341°–075°) 377.15 126.5 (161°–198°) 290.9 120.1 (199°–300°)
TOWER —256.9 124.7 **GND CON** —256.9 121.6

AIRSPACE: CLASS D svc Oct 1–Apr 30 1500–0400Z‡, May 1–Sep 30 1500–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION
NDB(MHW) 353 RNT N47°29.73′ W122°12.88′ At Fld.20/17E.
Unusable 035°–085° beyond 20 NM

RADIO/NAV/WEATHER REMARKS —TF to Seattle FSS dial 1–800–WX–BRIEF.

RITTS WA N48°03.17′ W122°17.33′ **SEATTLE**
NDB(LOM) 396 PA 158° 8.8 NM to Snohomish Co/Paine Fld.

ROBE LAKE SEAPLANE (See VALDEZ)

ROBERT BARRON N58°13.38′ W134°50.31′ JUNEAU
RCO —121.1 (JUNEAU FSS) H–1C, L–1B

ROBERT (BOB) CURTIS MEM (See NOORVIK)

ROBINSON YT N60°26.37′ W134°51.68′ WHITEHORSE
NDB(MHW) 329 PJ 315° 17.3 NM to Whitehorse./25E. L–1B

ROCKING T. RANCH (See DELTA JUNCTION)

ROLAND NORTON MEM AIRSTRIP (See SELAWIK)

§ **ROSEBURG RGNL** OR (RBG) (KRBG) 1 NW N43°14.33′ W123°21.35′ UTC−8(−7DT) KLAMATH FALLS
P 529 BL4, 9①, 10 H46(ASP) 16–34② S–42, D–54, 2D–88 H–1E
SERVICE—S4 FUEL—(NC–100LL, JET A) HPOX IAP

AIRPORT REMARKS —Attended 1600–0100Z‡. Rwy 34 slope 0.6% up N. Migratory flocks of waterfowl on and in vicinity of arpt. CAUTION advised. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF. Rwy 34 VASI opr continuously. ①Rwy 34, TCH 53′ GS 3.0°. ②Rwy 16 thld dsplcd 700′. Rwy 34 thld dsplcd 371′.

WEATHER DATA SOURCES —(ASOS 135.475 541–673–1483)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM RBG)
RCO 122.55 (MCMINNVILLE FSS)
SEATTLE CENTER APP/DEP CON—239.0 121.4

RADIO AIDS TO NAVIGATION
VORW/DME 108.2 RBG Chan 19 N43°10.95′ W123°21.14′ 337° 3.4 NM to fld. 1320/20E.
VOR unusable:
070°–130° beyond 20 NM below 8000′ 130°–150° beyond 20 NM below 7000′
240°–290° beyond 25 NM below 5000′
DME unusable:
070°–130° beyond 20 NM below 8000′ 130°–190° beyond 30 NM below 7000′
240°–320° beyond 25 NM below 5000′

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **ROSS RIVER** YT (CYDM) 1 S N61°58.23′ W132°25.33′ UTC−8(−7DT) WHITEHORSE
P 2314 51(GVL) 08–26 H–1C

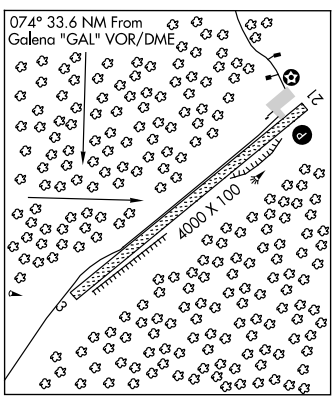
AIRPORT REMARKS —Ltd winter maintenance. High ground penetrates apch slope approximately 2 NM from thld of Rwy 26. Soft spots and depression thld Rwy 26 200′ long.

COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDM)

RADIO/NAV/WEATHER REMARKS—Toll free call to Whitehorse FSS dial 1–866–WX–BRIEF.

§ **RUBY** (RBY) (PARY) 1 SE N64°43.63′ W155°28.19′ UTC−9(−8DT) FAIRBANKS
P 658 BL4, 10①, 12② 40(GVL) 03–21 H–1B, 2J, L–3C, 4I

AIRPORT REMARKS —Unattended. Rwy 03–21 slopes down to middle. Rwy 21 slopes down at a 2% grade. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 21, REIL Rwy 21 and rotating bcn—CTAF. ①Rwy21. ②Rwy 21. IAP



WEATHER DATA SOURCES—(ASOS 119.925 907–468–4605) (WX CAM).

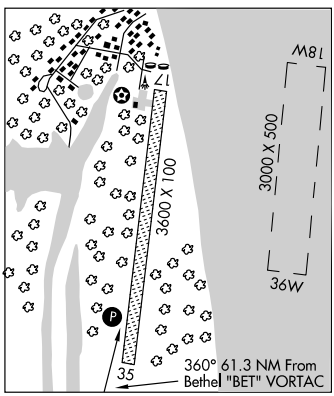
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM RBY)
GALENA RCO —122.2 (FAIRBANKS FSS)
RUBY RCO —122.25 (FAIRBANKS FSS)
ANCHORAGE APP/DEP CON —290.2 127.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

RUSSIAN MISSION

KAKO (9AK2) 8 NW N61°53.94′ W161°26.38′ UTC−9(−8DT) McGRATH
PVT 300 26(GVL) 09–27
AIRPORT REMARKS —Attended continuously.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

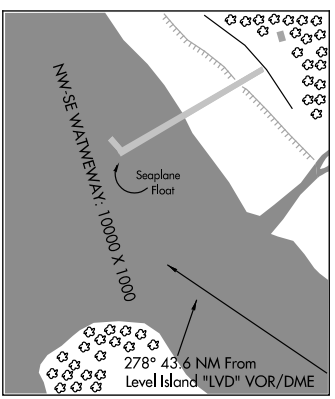
§ **RUSSIAN MISSION** (RSH) (PARS) 0 SE N61°46.49′ W161°19.16′ UTC−9(−8DT) McGRATH
P 51 BL4, 10, 12① 36(GVL) 17–35 L–3C
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Segmented circle overgrown not visible from the air. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 35, REIL Rwy 17 and Rwy 35, rotating bcn and windsock—CTAF. ①Rwy 35, TCH 30′. GS 3.6°. IAP
WEATHER DATA SOURCES —(ASOS 118.375 907–584–5521) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM–RSH)
ANCHORAGE CENTER APP/DEP CON —251.05 118.15
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



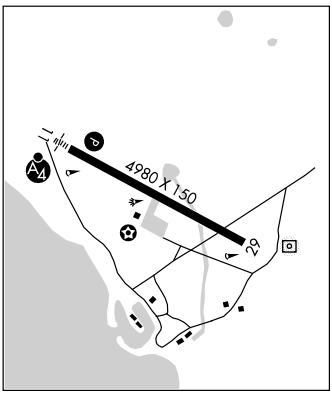
§ **RUSSIAN MISSION SEAPLANE** 0 E N61°46.78′
W161°19.17′ UTC−9(−8DT)
20 –30 18W–36W
SEAPLANE REMARKS —Seaplanes opr N–S in Yukon River and E–W in Nunvotchuk Lake. Watch for fish nets close to shore. Float avbl.
WEATHER DATA SOURCES —(ASOS 118.375 907–584–5521) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM KSM)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

SAGINAW BAY

SAGINAW SEAPLANE (A23) 0 NE N56°53.18′ W134°09.50′ UTC−9(−8DT) JUNEAU
00 –100 NW–SE
SEAPLANE REMARKS —Unattended. Rocks and shallow water near shore SE of Float.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

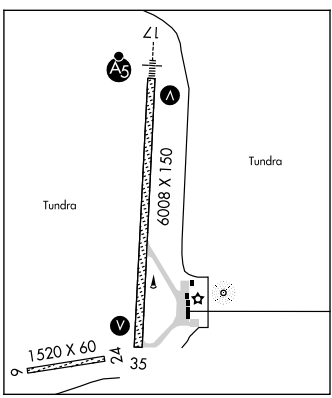


§ **ST GEORGE** (PBV) (PAPB) 4 SW N56°34.64′ W169°39.83′ UTC−9(−8DT) **DUTCH HARBOR**
P 125 BL6, 8, 10①, 12② 50(ASP–GRVD) 11–29 **H–2I, L–2I, 3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. North side of rwy soft atmidfield after rain. Large concentrations of seabirds in vcnty of arpt. Pilots are requested to avoid flights blw 1000′ AGL from May 1 through Oct 31 in those areas of St. George Island with active bird populations and coastal sea rookeries. Rwy 11 rgt tfc. ACTIVATE HIRL Rwy 11–29, REIL Rwy 29, MALSF Rwy 11, PAPI Rwy 11, rotating bcn and windsock— CTAF. ①Rwy 29. ②Rwy 11. **IAP**



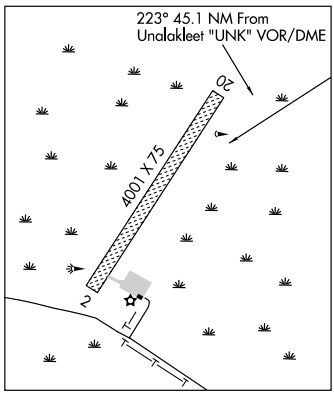
WEATHER DATA SOURCES—(ASOS 135.45 907–859–2700).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PBV)
PRIBILOF RCO—122.5 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —339.8 119.1
RADIO AIDS TO NAVIGATION
PRIBILOF NDB(HW/DME) 399 SRI Chan 96 N56°34.44′ W169°38.37′ At Fld. 97/11E.
ILS 110.1 I–PBV Rwy 11. Lczr only. Lczr unusable byd 15° left of course. GS unusable byd 7 NM.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ST MARY'S** (KSM) (PASM) 4 W N62°03.65′ W163°18.11′ UTC−9 **BETHEL**
P 312 BL4, 5, 6, 9 ①, 60(GVL) 17–35, 06–24 **H–1A, 2J, L–3C**
AIRPORT REMARKS —Attended Winter 1600–0030Z‡, Summer Mon–Fri 1600–0030Z‡. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 17 slope 0.3% up S. Rwy 24 slope 0.4% up W. Snow and ice removal and airport hazard reporting only performed during duty hrs. Alternate arrangements with arpt manager must be requested in writing. Arpt CLOSED to acft ops which are required to conduct passenger screening. Rwy 24 dsplcd thld marked by standard lights. Rwy subject to drifting snow and poor braking. Condition reports reflect daytime ops only. ACTIVATE HIRL Rwy 17–35 and MIRL Rwy 06–24. VASI Rwy 17 and Rwy 35. MALSR Rwy 17–CTAF. ①Rwy 17, TCH 51′. GS 3.0°. Rwy 35, TCH 33′. GS 3.0°. **IAP**



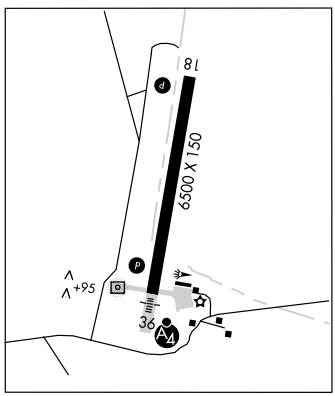
WEATHER DATA SOURCES —(AWOS–3 128.7 907–438–2135) (TWEB SMA 230) (WX CAM).
COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS KENAI ENA–NOTAM KSM)
RCO —122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —124.0
AIRSPACE: CLASS E svc 1500–0859Z‡ other time CLASS G.
RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 230 SMA N62°03.50′ W163°17.50′ At Fld./15E. **TWEB.**
ILS/DME 109.1 I–SMA Chan 28 Rwy 17.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ST MICHAEL** (SMK) (PAMK) 2 W N63°29.40′ W162°06.62′ UTC−9(−8DT) **BETHEL**
98 BL4 40(GVL) 02–20 **H–1A, 2J, L–3C**
AIRPORT REMARKS —Unattended. Condition not monitored, recommend visual inspection prior to landing. Rwy 02–20 slopes up northeast to southwest. Rwy 02 thld 32″ higher. Rwy 20 slope 0.8% up. ACTIVATE MIRL Rwy 02–20—CTAF. **IAP**



WEATHER DATA SOURCES—(ASOS 119.275 907–923–6480) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)
UNALAKLEET RCO —122.3 (NOME FSS)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —135.7
RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **ST PAUL ISLAND** (SNP) (PASN) 3 NE N57°10.04′ W170°13.23′ UTC−9(−8DT) **DUTCH HARBOR**
P 63 BL5, 6, 8, 12 ① 65(ASP–GRVD) 18–36 **H–2I, L–2I, 3B**
AIRPORT REMARKS —Unattended. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. 625′ lighted twr one mile SW. 45′ twr 350′ West and 1000′ North threshold Rwy 36 lighted. Rwy 36 slope 0.5% up N. Rwy 36 rgt tfc. Maintenance duty hrs 1700–0200Z‡. Rwy 18–36 1000′ safety area on north and south end. ACTIVATE HIRL Rwy 18–36, MALSF Rwy 36, PAPI Rwy 18 and Rwy 36—CTAF. ①Rwy 18, TCH 32′ GS 3.0° Rwy 36, TCH 32′. GS 3.0°. **IAP**



WEATHER DATA SOURCES—(ASOS 135.75 907–546–2324) (WX CAM).
COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS KENAI ENA–NOTAM SNP)
RCO —122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —339.8 119.1
RADIO AIDS TO NAVIGATION
NDB/DME(HW) 314 SPY Chan 36 N57°09.47′ W170°13.86′ At Fld.43/10E. DME Chan 36 paired with VHF Freq 109.9.
DME portion unusable:
015°–035° beyond 15 NM below 9000′
215°–280° beyond 25 NM below 8000′
280°–015° beyond 20 NM below 9000′
ILS/DME 109.9 I–PAU Rwy 36. Localizer Rwy 36 unusable byd 25° left and right of course.
RADIO/NAV/WEATHER REMARKS For a toll free call to Kenai FSS dial 1–866–864–1737. National Weather Service observers are avbl 24 hrs to augment automated weather on freq. 122.0.

SALEM

§ **MCNARY FLD** OR (SLE) (KSLE) 2 SE N44°54.57′ W123°00.15′ UTC−8(−7DT) **SEATTLE**

P 214 BL4, 5, 6, 9①, 10② 12③ H58(ASP–GRVD) 13–31 S–100, D–122, **H–1E**
2S–154, 2D–185 16–34 S–30, D–60, 2D–100 **IAP**

SERVICE—S4 **FUEL**—(NC–100LL, JET A) HPOX AND RB–HIGH

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	16–34	3150
RWY 34	13–31	3050

AIRPORT REMARKS —Attended 1530Z‡–dusk. Self fueling (100LL only) avbl 24 hrs a day. Jet A avbl after normal business hrs with advanced notice at 503–508–4178 or 503–364–0111. Class IV, ARFF Index A. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager on 503–588–6314. Rwy 13 slope 0.3% up SE. Rwy 16 slope 0.3% up S. CAUTION: Rising terrain west of arpt. Bird hazard: Heavy concentration waterfowl adj to arpt and approaches to all rwys. Twy A from Twy L to L9 not visible from ATCT. PPR required for parking acft on G/A ramp over 99,000 lbs call arpt manager 503–588–6314. Flocks of geese concentrated transiting CLASS D airspace at TPA Oct–May. Noise abatement procedures in effect. When twr clsd ACTIVATE HIRL Rwy 13–31, MIRL Rwy 16–34, REILS Rwy 13, Rwy 16 and Rwy 34, MALSR Rwy 31 and ODALS Rwy 13—CTAF. ①Rwy 13, TCH 51′ GS 3.0°. ②Rwy 16. Rwy 34. ③Rwy 16, TCH 40′ GS 3.0°. Rwy 34, TCH 44′ GS 3.0°.

WEATHER DATA SOURCES —(ASOS 503–371–1062)

COMMUNICATIONS—(CTAF 119.1) (UNICOM 122.95) (ATIS 124.55) (TIE–IN FSS MCMINNVILLE MMV–NOTAM SLE)

SALEM RCO 122.6 (MC MINNVILLE FSS)

Ⓡ **SEATTLE CENTER APP/DEP CON**—291.7 125.8

SALEM TOWER —257.2 119.1 (1500–0500Z‡) **GND CON**—121.9

AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION

NEWBURG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 161° 26.6 NM to fld. 1440/21E. **HIWAS.**

TURNO NDB (LOM) 266 SL N44°50.85′ W122°57.06′ 330° 4.3 NM to fld.

ILS/DME 110.3 I–SLE Chan 40 Rwy 31. LOM TURNO NDB. ILS and LOM unmonitored when tower closed. Localizer back course unusable beyond 16 NM below 2,400′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

SALMON LAKE (Z81) NW N64°54.55′ W165°00.76′ UTC−9(−8DT) **NOME**

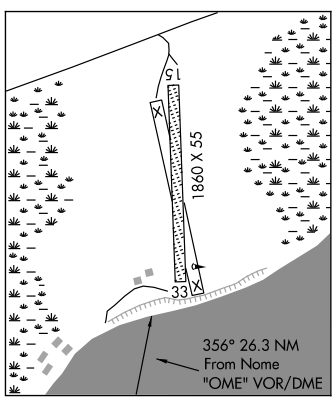
P 490 18(GVL) 15–33

AIRPORT REMARKS —Unattended. Rwy 15–33 has numerous soft areas and ruts when wet. Numerous ruts N end rwy irregular loose rocks to 4 in. Rwy not maintained and condition not monitored, recommend visual inspection prior to using. Rwy 15–33 marked by 30 inch orange cones and faded thld panels. Thld cones Rwy 33 right side misaligned. Rwy used as a road. Rwy 15–33 slopes uphill SE to NW. Rwy 15 thld about 40′ higher. Rwy 15–33 soft when wet and contains several 6″ rocks.

WEATHER DATA SOURCES—(WX CAM).

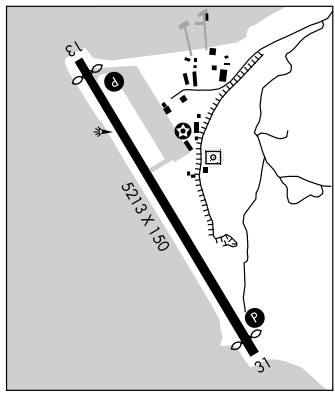
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SAND POINT** (SDP) (PASD) 2 SW N55°18.82′ W160°31.29′ UTC−9(−8DT) **COLD BAY**
P 21 BL4, 10②, 12① H52(ASP) 13–31③ S–75, D–200, 2D–300 **H–2J, L–2J**
FUEL —A **IAP**

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–5213 TODA–5213 ASDA–4639 LDA–4099
RWY 31: TORA–5213 TODA–5213 ASDA–4674 LDA–4099



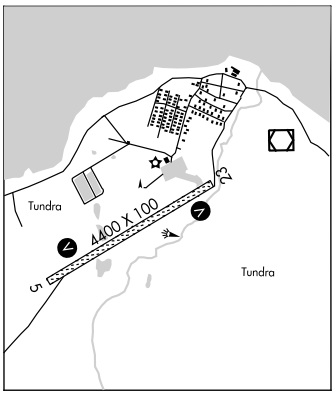
AIRPORT REMARKS —Unattended. Fuel avbl 1700–0500 call 907–383–2026, $40 call out fee. ARFF unavbl. Arpt CLOSED to air carriers more than 30 passengers. Cliff 80′ to 320′ high on E side of rwy. Cliffs may obstruct view of Rwy 31 while on apch. Turbulence on S apch. Sea birds invof approaches. No snow removal or deicing 0300–1700Z‡ for rwy/taxiway or ramp. Maintenance duty hrs 1700–0300Z‡. Snow or ice removal and hazardous reporting only performed 1700–0300Z‡. Rwy 13 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE MIRL Rwy 13–31, REIL and PAPI Rwy 13 and Rwy 31 and rotating bcn—CTAF. ①Rwy 13, TCH 31′. GS 3.6°. Rwy 31, TCH 36′. GS 3.6°. ②Rwy 13. Rwy 31. ③Rwy 13 thld dsplcd 538′. Rwy 31 thld dsplcd 575′.
WEATHER DATA SOURCES—(AWOS–3 134.85 907–383–5387).
COMMUNICATIONS—(CTAF 122.3) (UNICOM 122.8) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡—NOTAM SDP OT CTC KENAI ENA)
RCO —122.3 (COLD BAY FSS) (1700–0300Z‡) OT ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON —346.3 125.35
CLNC DEL—122.3
RADIO AIDS TO NAVIGATION
BORLAND NDB(HW/DME) 390 HBT Chan 79 N55°18.94′ W160°31.11′ At Fld.132/15E. VHF/DF—contact Cold Bay FSS.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx information avbl on 132.05 (call sign Sand Point Wx) or phone 907–383–2403 1700–0300Z‡. DME channel 79 paried with VHF freq 113.2.

SANDSPIT BC (CYZP) 1.5 NE N53°15.26′ W131°48.83′ UTC−8(−7DT) **KETCHIKAN**
MOT 21 BL6, 10①, 12 ② H51(ASP) 12–30 **H–1D, L–1D**
FUEL —(NC–A1)

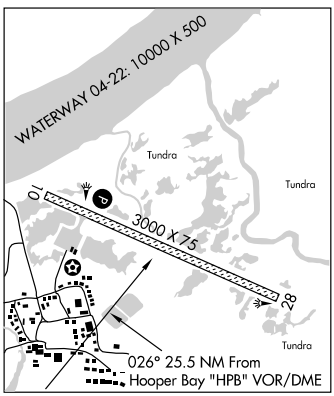
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–5112 TODA–5112 ASDA–5112 LDA–5112
RWY 30: TORA–5112 TODA–5112 ASDA–5112 LDA–5112

AIRPORT REMARKS —All lighting O/R thru Terrace FSS. Extv bird activity year–round. Rwy 12–30 win maint 1430–0030Z‡ Mon–Fri exc hols, OT 2 hrs PN required call out fee. Fuel avbl 15 min PN required 1600–0100Z‡ ctc 250–637–2431 OT call out charge. Numerous blasting ops in logging areas, ctc Kamloops FSS for info. De-icing and Anti-icing fluid avbl, 250–637–5726 call out charge. Rwy 12 up 0.4% first 328′. ①Rwy 12 and 30. ②Rwy 30, GS 3.0°.
COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS TERRACE CYXT–NOTAM CYZP)
RCO —123.275 (KAMLOOPS FSS) May not be receivable on ground.
RCO—296.2 122.3 (TERRACE FSS)
VANCOUVER CENTER APP/DEP CON—227.2 133.675
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION
VOR/DME 114.1 YZP Chan 88 N53°15.13′ W131°48.42′ At Fld.30/23E.
NDB(HW) 368 ZP N53°11.77′ W131°46.65′ 317° 3.7 NM to Fld./22E.
DEAD TREE NDB(MHW) ZZP 248 N53°21.00′ W131°56.40′ 120°7.3 NM to Fld./22E.
ILS 109.5 I–IZP Rwy 12.
RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

§ **SAVOONGA** (SVA) (PASA) 2 S N63°41.15′ W170°29.80′ UTC−9(−8DT) **BETHEL**
P 53 BL4, 9 ① 44(GVL) 05–23 **H–1A, 2I, L–3B, 4H IAP**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspections prior to landing. Rocks up to 5″ on sides of landing surface. S edge safety area used as a road, is rough and rutted. Rwy 05–23 marked with thld panels, Rwy 05 has orange drums generally aligned with rwy centerline and extend 2500′ SW. Rwy 23 rgt tfc. ACTIVATE MIRL Rwy 05–23 and VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 29′. GS 3.0°. Rwy 23, TCH 39′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 121.3 907–984–6429) (WX CAM).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM SVA OT CTC FAIRBANKS FAI)
RCO —122.3 (NOME FSS)
ANCHORAGE CENTER APP/DEP CON—281.4 132.2
RADIO AIDS TO NAVIGATION
KUKULIAK (H) VORW/DME 117.3 ULL Chan 120 N63°41.54′ W170°28.20′ At Fld.380/10E.
VOR/DME unusable:
090°–110° byd 30 NM blw 5000′
110°–140° byd 14 NM blw 8000′
140°–180° byd 14 NM blw 11,500′
180°–225° byd 20 NM blw 8500′
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SCAMMON BAY** (SCM) (PACM) 0 N N61°50.67′ W165°34.42′ UTC−9(−8DT) **BETHEL**
P 14 BL4, 12 ① 30(DIRT) 10–28 **L–3B IAP**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Birds on rwy. Road used to cross rwy to river. Be Alert: Gusty crosswinds common. Rwy edges soft and sloughing towards tundra. Rwy 28 safety area soft and contains large rocks, only 75′ usable. Rwy 10–28 soft during breakup, after rains and during extreme high tides. Wind indicators unreliable. Rwy 28 rgt tfc. Rwy 10 marked with cones and reflective thld panels. Rwy 10 thld panels damaged and missing. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and rotating bcn—CTAF. ① Rwy 10, TCH 25′. GS 3.0°.
WEATHER DATA SOURCES—(ASOS 118.425 907–558–5501) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM SCM)
ANCHORAGE CENTER APP/DEP CON—124.5
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **SCAMMON BAY SEAPLANE** 0 N N61°50.67′ W165°34.43′ UTC−9(−8DT)
P 00 −100 04–22
SEAPLANE REMARKS—Unattended. CAUTION: Waterway condition not monitored, recommend visual inspection prior to using. Birds on waterway.
WEATHER DATA SOURCES—(ASOS 118.425 907–558–5501) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM PACZ)
ANCHORAGE CENTER APP/DEP CON—124.5
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SCAPPOOSE INDUSTRIAL AIRPARK** OR (SPB) (KSPB) 1 NE N45°46.26′ W122°51.71′ UTC−8(−7DT) **SEATTLE**
P 58 BL4, 10①, 12② H51(ASP–RFSC) 15–33 S–30, D–50, 2D–90 **H–1E IAP**
SERVICE—S4 **FUEL**—(NC–80, 100LL, JET A)
AIRPORT REMARKS —Attended 1600Z‡–dusk. Extensive ultralight activity on west side parallel twy. Rwy 33 slope 0.5% up N. Rwy 33 rgt tfc. PAPI Rwy 33 OTS indef. ①Rwy 15, TCH 41′, GS 3.73°. Rwy 33 TCH 40′, GS 3.0°.
WEATHER DATA SOURCES —(ASOS 135.875 503–543–6401)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM SPB)
Ⓡ **PORTLAND APP CON**—299.2 124.35
Ⓡ **PORTLAND DEP CON**—299.2 133.0 **CLNC DEL** —121.65
RADIO AIDS TO NAVIGATION
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 256° 11.4 NM to fld. 253/21E.
ILS/DME 111.1 I–FKO Chan 48 Rwy 15. LOC only. LOC unusable byd 20° west of course.
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

SCOOTER'S LANDING STRIP (See STERLING)

®SEATTLE CENTER (ZSE) (KZSE)

Badger Mountain—**353.9** 353.9 **270.3** 270.3 **127.05** 127.05 **134.95** 134.95
Beacon Hill—**353.9** **273.6** 273.6 **127.05** 127.05 **120.3** 120.3
Fort Lawton—**353.9** 353.9 **127.05** 127.05
Larch Mountain—**343.6** 343.6 **269.0** 269.0 **128.3** 128.3 **126.6** 126.6
Whidbey Island—306.9 **270.3** 270.3 **134.95** 134.95 128.5
Yakima—**353.9** 353.9 **273.6** 273.6 269.35 **251.1** **135.525** 135.525 132.6 **120.3** 120.3 **118.55**

§ **SEATTLE–TACOMA INTL** WA (SEA) (KSEA) 10 S N47°26.99′ W122°18.71′ (LRA) UTC−8(−7DT) **SEATTLE**

P 433 BL5, 6, 7, 8,11, 12① H119(ASP–GRVD) 16C–34C S–100, D–200, 2S–175, 2D–350 **H–1D, 1E**
2D/2D2–800,–PCN 71 R/B/W/T 16L–34R S–100, D–230, 2D–600, 2D/2D2–1400 **IAP**
PCN 110 R/B/W/T 16R–34L S–100, D–216, 2D–448, 2D/2D2–1157, C5–817–PCN 89 R/B/W/T

FUEL —(NC–100LL, A, A+)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L:	TORA–11901	TODA–11901	ASDA–11901	LDA–11901
RWY 16C:	TORA–9426	TODA–9426	ASDA–9426	LDA–9426
RWY 16R:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 34L:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 34C:	TORA–9426	TODA–9426	ASDA–9426	LDA–9426
RWY 34R:	TORA–11901	TODA–11901	ASDA–11901	LDA–11901

AIRPORT REMARKS —Attended continuously. CAUTION: Bird flocks within arpt vicinity—check local advisories. Class I, ARFF Index E. ASDE–X Surveillance system in use: Pilots should operate transponders with mode C on all twys and rwys. Transient service O/R. Gate Hold Procedures continually in effect for Oceanic Departures. Additionally, Mon–Fri, commencing at 0630 local and extending through peak scheduled departure periods, Gate Hold Procedures are implemented for all IFR Aircraft. Helicopters landing and departing avoid overflying fuel farm located at the SE corner of the arpt. Rwy 16C slope 0.6% down. Rwy 16L slope 0.6% down. Rwy 16R slope 0.6% down. Rwy 34C slope 0.8% up. Rwy 34L slope 0.8% up. Rwy 34R slope 0.8% up. Rwy 16C–34C non-standard sawed grooving full length and width. Twy A south of Twy G rstd to acft with wingspan 225′ and smaller. Do not mistake Twy T for landing sfc. Taxi lane around N satellite restricted to acft with wing spans of 200′ or less except for gates N7–N9. Access to air cargo 4 parking and cargo areas restricted to acft with wingspans of 118′ or less. Twy for corporate hangar ramp ltd to acft with 104′ or less wingspan for taxi operations. General aviation customs parking is very limited. PPR for all general aviation parking and svc, ctc 206–433–5481. Between the hrs of 0600–1500Z‡, the use of extended reverse thrust is discouraged beyond what is necessary for operational or safety reasons. Noise abatement procedures in effect between 0600–1400‡. For further info ctc SEA Noise Abatement Office at 206–787–7496. Touchdown, midpoint and rollout runway visual range avbl Rwy 16C, Rwy 34C, Rwy 16L, Rwy 34R, Rwy 16R and Rwy 34L. Expect extended departure intervals. Flight Notification Service (ADCUS) available. MALSR Rwy 34C. MALSR Rwy 34L. MALSR Rwy 34R, ALSF2 Rwy 16C. ALSF2 Rwy 16L. ALSF2 Rwy 16R. HIRL Rwy 16L–34R, Rwy 16C–34C. Rwy 16R–34L. TDZL Rwy 16L, Rwy 34R, Rwy 16C and Rwy 16R. Note: See SPECIAL NOTICE—SMGCS and Low Visibility Taxi Procedures. ①Rwy 16L, TCH 79′ GS 3.0°. Rwy 34R, TCH 82′ GS 2.75°. Rwy 16C, TCH 76′ GS 3.0°. Rwy 34C, TCH 62′ GS 3.0°. Rwy 16R, TCH 69′ GS 3.0°. Rwy 34L, TCH 75′ GS 3.0°.

WEATHER DATA SOURCES —(ASOS 206–431–2834).

COMMUNICATIONS—(UNICOM 122.95) (D–ATIS 118.0, 206–241–6025) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)

SEATTLE RADIO —255.4 122.0

Ⓡ **SEATTLE APP CON** —269.125 120.4 (301°–340° Rwy 34) 290.9 125.9 (076°–160° Rwy 34) 290.9 125.9 (301°–340° Rwy 16) 377.15 126.5 (161°–198°) 290.9 120.1 (199°–300°) 125.6 (West) 273.45 133.65 (ARR Rwy 16) 338.2 269.125 123.9

Ⓡ **SEATTLE DEP CON** —269.125 120.4 (301°–340° Rwy 34) 290.9 125.9 (076°–160° Rwy 34) 290.9 125.9 (301°–340° Rwy 16) 377.15 126.5 (161°–198°) 290.9 120.1 (199°–300°) 125.6 (West) 284.7 119.2 (Dep Rwy 16) 338.2 269.125 123.9

SEATTLE TOWER —239.3 119.9(Rwy 16L–34R, Rwy 16C–34C) 239.3 120.95 (Rwy 16R–34L) **(E) GND CON** —121.7 126.87 (Cargo north ramp) 122.27 (South ramp) **CLNC DEL** —128.0 **PRE-TAXI CLNC** 128.0

INTERNATIONAL A/G FREQS —129.4 5603 (129.4 Operated by San Francisco ARINC for SEA–ANC–ADQ routes. 5603 Operated by ARINC for preflight check of aircraft HF equipment.) (5603 remotely controlled from San Francisco ARINC. To arrange radio checks on 5603 call ''San Francisco'' on 131.8 MHz.)

AIRSPACE: CLASS B: See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION—(VOT 117.5)

(H)VORTACW 116.8 SEA Chan 115 N47°26.12′ W122°18.58′ At Fld. 354/19E.

VOR portion unusable:

008°–023° beyond 20 NM below 3,500′	233°–273° beyond 35 NM below 3,500′
008°–023° beyond 30 NM below 4,100′	303°–333° beyond 20 NM below 2,900′
233°–273° beyond 8 NM below 5,500′	303°–333° beyond 30 NM below 4,000′
233°–273° beyond 20 NM below 8,000′	333°–353° beyond 15 NM below 3,500′
233°–273° beyond 30 NM below 10,000′	353°–008° beyond 20 NM below 2,900′

DME portion unusable:

008°–028° byd 30 NM below 7,000′	203°–253° byd 27 NM all altitudes
008°–028° byd 20 NM below 4,500′	303°–008° byd 30 NM below 3,500′

TACAN Azimuth unusable:

008°–028° beyond 20 NM below 4,500′	173°–293° all dists and alts
008°–028° beyond 30 NM below 7,000′	203°–253° byd 27 NM all altitudes
008°–163° all distances and altitudes	303°–008° beyond 30 NM below 3,500′

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ILS/DME 110.75 I–BEJ Chan 44(Y) Rwy 34L. Class IIE.
ILS/DME 110.75 I–CJL Chan 44(Y) Rwy 16R. Class IIIE.
ILS/DME 110.3 I–SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L.
ILS/DME 111.7 I–SZI Chan 54 Rwy 16C. Class IIIE. DME also serves ILS Rwy 34C. LOC frontcourse unusable byd 10 NM, blo 2,500′.
ILS/DME 110.3 I–SNQ Chan 40 Rwy 16L. Class IIIE. Localizer unusable byd 15° left of course, byd 14 NM blo 3,000′. DME also serves ILS Rwy 34R.
ILS/DME 111.7 I–TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.

RADIO/NAV/WEATHER REMARKS —TF to Seattle FSS dial 1–800–WX–BRIEF. Possible Rwy 16L GS fluctuation on final when weather is 800/2 or better. Possible Rwy 16L GS fluction prior to DGLAS when weather is less than 800/2.

SECLUDED LAKE (See TALKEETNA)

SELAWIK

ROLAND NORTON MEM AIRSTRIP (8AK3) 12 S N66°45.96′ W160°09.17′ UTC−9(−8DT) NOME L–4I

PVT 360 30(GVL) 02–20

AIRPORT REMARKS —Unattended. Rwy slopes downhill at 3% toward W. Rwy condition not monitored; recommend visual inspection prior to landing. Rwys marked with red and white 55 gallon drums.

COMMUNICATIONS—(TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **SELAWIK** (WLK) (PASK) 0 E N66°36.01′ W159°59.15′ UTC−9(−8 DT) NOME L–4I IAP

P 17 BL4, 9 ①, 10②, 12③ 30(GVL) 04–22 09–27

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 09–27 and Rwy 04–22, REIL Rwy 09, Rwy 27, Rwy 04 and Rwy 22, and VASI Rwy 04 and PAPI Rwy 27 and rot bcn—CTAF. ①Rwy 04, TCH 25′. GA 3.0°. ②Rwy 04, Rwy 09, Rwy 22 and Rwy 27. ③Rwy 27, TCH 25′. GA 3.0°.

WEATHER DATA SOURCES —(AWOS–3 135.65 907–484–2107) (TWEB WLK 114.2)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM WLK OT CTC FAIRBANKS FAI)

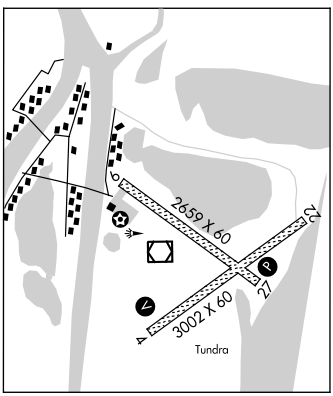
RCO—122.5 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2

RADIO AIDS TO NAVIGATION

(H)VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ At Fld.11/16E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



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ILS/DME 110.75 I–BEJ Chan 44(Y) Rwy 34L. Class IIE.
ILS/DME 110.75 I–CJL Chan 44(Y) Rwy 16R. Class IIIE.
ILS/DME 110.3 I–SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L.
ILS/DME 111.7 I–SZI Chan 54 Rwy 16C. Class IIIE. DME also serves ILS Rwy 34C. LOC frontcourse unusable byd 10 NM, blo 2,500′.
ILS/DME 110.3 I–SNQ Chan 40 Rwy 16L. Class IIIE. Localizer unusable byd 15° left of course, byd 14 NM blo 3,000′. DME also serves ILS Rwy 34R.
ILS/DME 111.7 I–TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.

RADIO/NAV/WEATHER REMARKS —TF to Seattle FSS dial 1–800–WX–BRIEF. Possible Rwy 16L GS fluctuation on final when weather is 800/2 or better. Possible Rwy 16L GS fluction prior to DGLAS when weather is less than 800/2.

SECLUDED LAKE (See TALKEETNA)

SELAWIK

ROLAND NORTON MEM AIRSTRIP (8AK3) 12 S N66°45.96′ W160°09.17′ UTC−9(−8DT) NOME L–4I

PVT 360 30(GVL) 02–20

AIRPORT REMARKS —Unattended. Rwy slopes downhill at 3% toward W. Rwy condition not monitored; recommend visual inspection prior to landing. Rwys marked with red and white 55 gallon drums.

COMMUNICATIONS—(TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **SELAWIK** (WLK) (PASK) 0 E N66°36.01′ W159°59.15′ UTC−9(−8 DT) NOME L–4I IAP

P 17 BL4, 9 ①, 10②, 12③ 30(GVL) 04–22 09–27

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 09–27 and Rwy 04–22, REIL Rwy 09, Rwy 27, Rwy 04 and Rwy 22, and VASI Rwy 04 and PAPI Rwy 27 and rot bcn—CTAF. ①Rwy 04, TCH 25′. GA 3.0°. ②Rwy 04, Rwy 09, Rwy 22 and Rwy 27. ③Rwy 27, TCH 25′. GA 3.0°.

WEATHER DATA SOURCES —(AWOS–3 135.65 907–484–2107) (TWEB WLK 114.2)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM WLK OT CTC FAIRBANKS FAI)

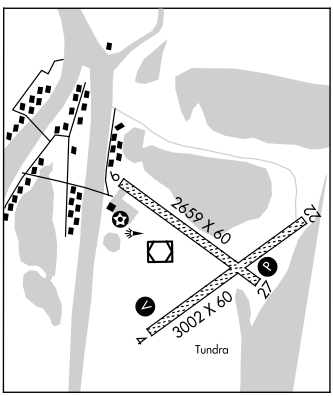
RCO—122.5 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2

RADIO AIDS TO NAVIGATION

(H)VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ At Fld.11/16E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



SELDOVIA

§ **SELDOVIA** (SOV) (PASO) 1 E N59°26.55′ W151°42.24′ UTC−9(−8 DT) **SEWARD**

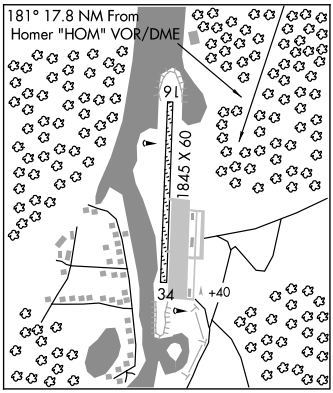
P 29 18(GVL) 16–34

AIRPORT REMARKS —Unattended. Pilots are requested to self announce on CTAF prior to taxiing on rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. 230′ safety area for Rwy 34, 500′ for Rwy 16. Turbulence SE & SW due to winds. Wind shear on approach to Rwy 16. Night operations not authorized. Reflective marking on rwy, end markers both rwy ends. Rwy cond not monitored recommend visual inspection prior to landing. ½″ to 1″ loose pebbles on rwy sfc. Rwy 16–34 marked with cones. Rwy 16 rgt tfc.

WEATHER DATA SERVICES—(ASOS 135.4 907–234–7407) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡—NOTAM SOV OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **SELDOVIA SEAPLANE** (A27) 0 S N59°26.05′ W151°42.46′ UTC−9(−8DT) **SEWARD**

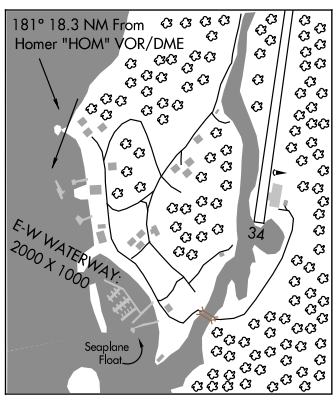
P 00 –20 E–W

SEAPLANE REMARKS —Attended Sep–May 1900–2300Z‡, Jun–Aug 1700–0600Z‡. Night operations prohibited, except rotary wing acft. Must check in with harbor master upon ldg. Overnight parking fee. Take–off and ldg ops in harbor prohibited. Recommend N entrance, shallow water near S harbor. Seaplane ramp may be covered with small boats.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡—NOTAM SOV OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **SEQUIM VALLEY** WA (W28) 4 NW N48°05.89′ W123°11.23′ UTC−8(−7DT) **SEATTLE**

P 144 BL4 H35(ASP) 09R–27L 09L–27R **L–1E**

SERVICE—S4 **FUEL**—(NC–100LL)

AIRPORT REMARKS —Attended 1700–0100Z‡. Deer on and in the vicinity of arpt. Rwy 09L fence covered with 5′ shrubs. Rwy 09L–27R PPR for landing call 360–683–4444. Rwy 09R–27L has a 6″ shoulder. Rwy 27L marked with broken line. Paved twys cross turf Rwy 09L–27R. Rwy 09R rgt tfc. Rwy 09L rgt tfc.

COMMUNICATIONS—(CTAF/UNICOM 122.7) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

SEWARD

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (Ø1AK) 1 SW N60°06.32′ W149°26.58′ **ANCHORAGE**
UTC−9(−8DT)

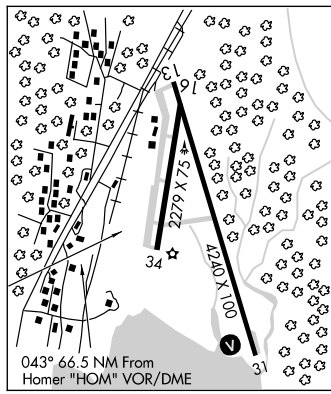
PVT 120 L2 H40X40(CON) H1

HELIPORT REMARKS —Attended continuously. Rwy H1 has 30′ trees 60′ E and 5000′ mountains 300′ W of helipad. For perimeter light call 907–224–5205.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

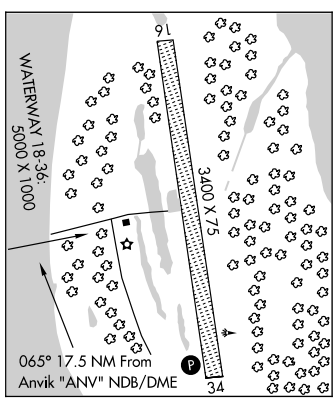
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SEWARD** (SWD) (PAWD) 2 NE N60°07.62′ W149°25.13′ UTC−9(−8DT) **ANCHORAGE**
P 22 BL4, 9 ① H42(ASP) 13–31, 16–34 **H–1B, 2K, L–1A, 3D, 4G**
FUEL —(NC–100LL, JET A)
AIRPORT REMARKS —Unattended. Flocks of migrating birds within 10 NM radius of arpt spring thru fall. State maintained on irregular basis. Recommend visual inspection prior to landing due to river flooding Sep–Oct. Four inch dip 15′ wide 400′ from North thld Rwy 16–34 during winter months. Rwy 13, 4″ in mound 20′ rgt of centerline 400′ byd dsplcd thld. Heavy acft restricted to North taxiway and North 400′ of apron. Recommended procedures in effect yearly May 1 thru Sep 15 to avoid seasonal use heliport located 1 NM SSW of arpt: TPA fixed wing 1000′ AGL. Rwys 31 and 34 arrivals maintain at least 800′ AGL until turning final. Rwys 13 and 16 departures climb straight ahead to at least 800′ AGL before turning westbound. The thld lighting Rwy 31 is partially obscured by grass, as is some of the twy lighting. ACTIVATE VASI Rwy 31 and MIRL Rwy 13–31—CTAF. VASI alignment offset 5° clockwise from rwy centerline, unusable beyond 4 miles. ①Rwy 31, TCH 26′. GS 3.0°.
WEATHER DATA SOURCES —(ASOS 135.2 907–224–2440) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM SWD)
RCO —122.6 (KENAI FSS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

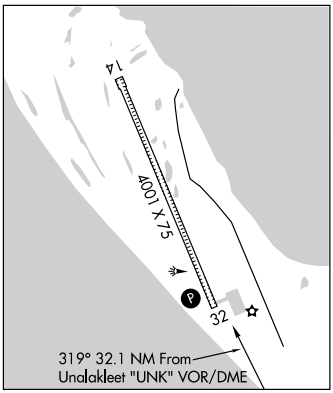


§ **SHAGELUK** (SHX) (PAHX) 1 N N62°41.54′ W159°34.15′ UTC−9(−8DT) **McGRATH**
P 79 BL4, 5, 10②, 12① 34(GVL) 16–34 **L–3C**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend, visual inspection prior to landing. Floods during breakup, may be soft after heavy rain. ACTIVATE MIRL Rwy 16–34, PAPI and REIL Rwy 34—CTAF. ①Rwy 34. GA 3.0°. TCH 25′. ②Rwy 34.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANV)
ANCHORAGE CENTER APP/DEP CON—335.5 135.7
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SHAGELUK SEAPLANE** 1 N N62°41.54′ W159°34.15′ UTC−9(−8DT)
P 79 B–50 18W–36W
SEAPLANE REMARKS —Unattended.
COMMUNICATIONS—CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANV)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



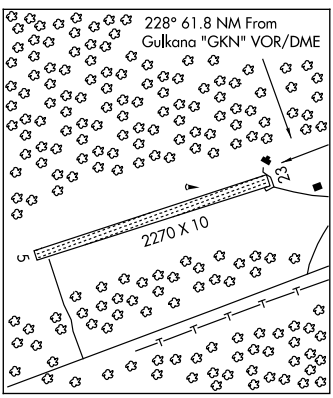
§ **SHAKTOOLIK** (2C7) (PFSH) 1 NW N64°22.27′ W161°13.44′ UTC−9(−8DT) **NOME**
P 24 B4, 10, 12① 40(GVL) 14–32 **H–1A, 2J, L–3C, 4I**
AIRPORT REMARKS —Unattended. Be Alert: Old abandoned rwy not marked clsd. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 32 and REIL Rwy 32—CTAF. ①Rwy 32, TCH 25′. GS 3.0°.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON —335.5 135.7
RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a lcl call to Nome FSS dial 443–2291.



IAP

SHANNONS POND SEAPLANE (See DILLINGHAM)

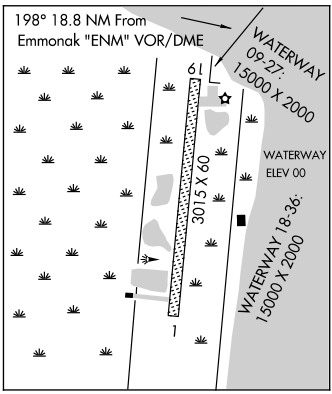
§ **SHEEP MOUNTAIN** (SMU) (PASP) 0 W N61°48.72′ W147°30.42′ UTC−9(−8DT) **ANCHORAGE**
P 2750 23(GVL–DIRT) 05–23
AIRPORT REMARKS —Unattended. CAUTION: Rwy conditions not monitored, recommend visual inspection prior to using. No state maintenance performed on rwy. Rwy subject to turbulent winds, no maint. Vehicles may be on rwy. Rwy 05–23 overgrown with 3′ weeds.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM SMU)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



SHELDON POINT

§ **SHELDON POINT** (SXP) 0 NE N62°31.23′ W164°50.87′ UTC−9(−8DT) **BETHEL**
P 12 BL4 30(GVL) 01–19 **L–3B**

AIRPORT REMARKS —Unattended. Rwy 01–19 conditions not monitored, visual inspection recommended prior to landing. Soft spots may develop during rainy periods and spring break–up. ACTIVATE MIRL Rwy 01–19—CTAF.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **SHELDON POINT SEAPLANE** 0 NE N62°31.23′ W164°50.87′
UTC−9(−8DT)
P 0 –150 09W–27W, 18W–36W

SEAPLANE REMARKS —Unattended. Rwy 09W–27W and 18W–36W frequent strong winds in this area, be alert when landing. Water lanes not monitored or maintained by Alaska Department of Transportation and Public Facilities.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

SHELTON

§ **SANDERSON FLD** WA (SHN) (KSHN) 3 NW N47°14.01′ W123°08.85′ UTC−8(−7DT) **SEATTLE**
P 273 BL4, 10①, 12② H50(ASP) 05–23 S–55, D–72, 2D–130 **H–1D, 1E, L–1E**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) **IAP**

AIRPORT REMARKS —Attended 1600–0030Z‡. Parachute Jumping. 24 hr credit card fuel facility. Rwy 05 slope 0.3% up NE. Rwy 05 rgt tfc. ①Rwy 23, TCH 35′. GS 3.0°. ②Rwy 23.
WEATHER DATA SOURCES —(ASOS 119.275 360–427–3835)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS SEATTLE SEA–NOTAM SHN)
Ⓡ **SEATTLE CENTER APP/DEP CON**—290.9 121.1
RADIO AIDS TO NAVIGATION
OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30′ W122°54.11′ 308° 18.7 NM to fld. 200/19E. **HIWAS.**
MASON CO NDB (MHW) 348 MNC N47°14.89′ W123°05.18′ 232° 2.7 NM to fld. NDB unmonitored.
NDB unusable:
280°–340° byd 20 NM
RADIO/NAV/WEATHER REMARKS—For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

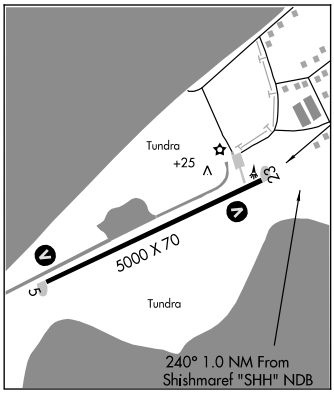
SHEMYA **WESTERN ALEUTIAN IS.**

(H)VORTACW 109.0 SYA Chan 27 N52°43.10′ E174°03.73′ **H–2H, L–2H**
098° 1.9 NM to Eareckson AS. 68/3E. Unmonitored 0300–1900Z‡ daily/continuous weekends and holidays.
TACAN azimuth unusable:
030°–085° byd 25 NM blw 5000′
NDB(HW) 403 SYA N52°43.32′ E174°03.62′ 104° 2.0 NM to Eareckson AS./3E. SHUTDOWN.

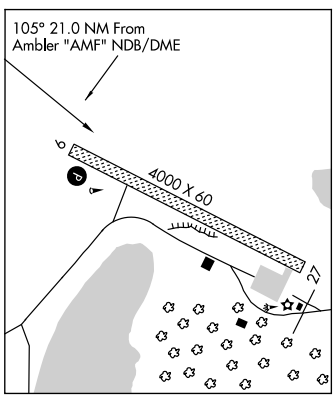
SHINGLE POINT N68°55.37′ W137°15.75′ **L–4H**

RCO —364.2 126.7 (ARCTIC FSS)

§ **SHISHMAREF** (SHH) (PASH) 1 S N66°14.97′ W166°05.36′ UTC−9(−8DT) **NOME**
P 10 BL4, 9 ① H50(ASP) 05–23 S12.5 **H–1A, L–4H**
AIRPORT REMARKS —Unattended. Rwy 05–23 surface disintegrating. ACTIVATE MIRL Rwy 05–23, and VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 25′. GS 3.0°. Rwy 23, TCH 25′. GS 3.0°. **IAP**
WEATHER DATA SOURCES —(AWOS–3 121.1 907–649–4011) (TWEB SHH 365).
COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡—NOTAM SHH OT CTC FAIRBANKS FAI)
RCO —122.4 (NOME FSS)
ANCHORAGE CENTER APP/DEP CON —263.0 119.2.
RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 365 SHH N66°15.49′ W166°03.15′
At Fld. 8/14E. **TWEB.**
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SHUNGNAK** (SHG) (PAGH) 0 NW N66°53.28′ W157°09.74′ UTC−9(−8DT) **FAIRBANKS**
P 197 BL4, 12① 40(GVL) 09–27 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 09 slope 0.8% up SE. Rwy 09 slopes uphill before apron entry. Rwy 09–27 has soft spots. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09—CTAF. ①Rwy 09, TCH 35′. GS 3.0°. **IAP**
WEATHER DATA SOURCES—(AWOS–3 118.525 907–437–2024)
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM SHG OT CTC FAIRBANKS FAI)
RCO —122.0 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON —119.2
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



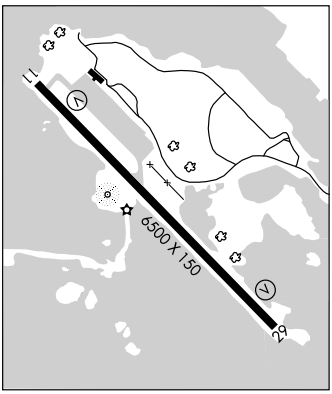
SILVER CITY YT (CFQ5) N61°01.73′ W138°24.45′ UTC−8(−7DT) **WHITEHORSE**
YUKON GOV'T 2570 30(GVL) 18–36 **L–1B, 3E**
AIRPORT REMARKS—Unattended. Trees along both sides of rwy, 75′ from centerline. Frequent uncontrolled vehicle activity on rwy. Soft spots for 1000′ from thld Rwy 18 in spring and when wet. Verify rwy unobstructed prior to ldg. Rwy 18–36 no maint.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYXY)
RADIO/NAV/WEATHER REMARKS— Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

SISTERS ISLAND **JUNEAU**
(H) AB VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 034° 24.1 NM **H–1C, L–1B, 1C**
to Juneau Intl. 50/29E. **TWEB.**
Unusable
356°–060° byd 39 NM blw 10,000′
120°–152° byd 21 NM blw 12,000′
163°–170° byd 18 NM blw 13,000′
181°–220° byd 18 NM blw 12,000′
221°–237° byd 28 NM blw 8000′
238°–260° byd 32 NM blw 6000′
061°–110° byd 34 NM blw 8000′
153°–162° byd 29 NM blw 9000′
171°–180° byd 34 NM blw 12,000′
221°–237° byd 28 NM blw 8000′
296°–320° byd 21 NM blw 15,000′
321°–340° byd 25 NM blw 18,000′
and byd 38 NM blw 21,000′
341°–355° byd 12 NM blw 19,000′

SITKA FSS —123.6 122.2 (E) (1500–0645Z‡ OT CTC JUNEAU FSS)
ANGOON RCO —122.4
BIORKA ISLAND RCO —122.3
FINGER MOUNTAIN RCO —120.4
GUNNUK MOUNTAIN RCO —122.175
KAKE RCO —122.65 122.175
KRUZOF RCO —122.05
KUIU RCO —121.3
LEVEL ISLAND RCO —122.3
PETERSBURG RCO —122.35
WRANGELL RCO —122.45

SITKA

§ **SITKA ROCKY GUTIERREZ** (SIT) (PASI) 0 W N57°02.83′ W135°21.70′ (LRA) UTC−9(−8DT) **JUNEAU**
P (CG) 21 BL6, 9 ②, 10 ① H65(ASP–GRVD) 11–29 S–100, D–160, 2S–175, 2D–300 **H–1C, L–1C**
SERVICE—S4 **FUEL** —(NC–100, A1 +) **IAP**



AIRPORT REMARKS —Attended continuously. Snow removal, ice control, arpt maintenance and arpt hazardous condition reports avbl only during maintenance duty hrs, call 907–966–2960. Class I, ARFF Index B. ARFF svc is only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 passenger seats exc 24 hour PPR in writing to arpt manager 605 Airport Road, Sitka, AK 99835. 24 hour PPR for cargo ops over 100,000 lbs call C907–966–2960. Large flocks of birds on and in vicinity of arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Rwy 11 rgt tfc. Rwy condition reports reflect conditions during arpt maint duty hrs only. Personnel and equip may be on rwy. Non-air carrier acft must use see and avoid procedures. High southwesterly winds may deposit rock and other debris on the first 2500′ of Rwy 29, recommend visual inspection prior to use. Rwy 11–29 shallow depressions 25′ in diameter 1770′ from apch end Rwy 11 S side. Standing water after rain. For fuel after hrs ctc UNICOM 122.95 or 907–747–7222. For further information call 907–966–2960. (CG) Transient parking restricted to W side of apron only. Inbound acft ctc Sitka Air 10 min prior to landing freq 345.0 or via FSS. Taxi directors mandatory for all transient acft movement on ramp. PPR due to limited and congested ramp area call C907–966–5420, weekends and holidays call C907–966–5556. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Customs avbl see NOTICES—ENTRY REQUIREMENTS (CIVIL). For HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29 ctc Sitka FSS or call 907–966–2221, ACTIVATE CTAF when Sitka FSS clsd. VASI Rwy 11 and Rwy 29 ops continuously. ①Rwy 11, Rwy 29. ②Rwy 11, TCH 50′. GS 3.0°. Rwy 29, TCH 52′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 135.9 907–966–2209) (TWEB BKA 113.8) (TWEB SIT 358) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.95) (ATIS 135.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM SIT OT CTC JUNEAU JNU)

RADIO —123.6 122.2 358T **(E)** (LAA 123.6)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** —335.5 126.1

COAST GUARD AIR OPERATIONS (SITKA AIR) 345.0x 8980x 5692x (8980x 5692x SSB). Other CG freqs avbl O/R.

RADIO AIDS TO NAVIGATION

BIORKA ISLAND (H)ABVORTAC 113.8 BKA Chan 85 N56°51.57′ W135°33.08′ 001° 12.9 NM to Fld.240/28E. **TWEB.**

VORTAC unusable:

300°–320° byd 27 NM blw 9,000′

360°–080° byd 25 NM blw 12,000′

NDB(H–SAB) 358 SIT N56°51.28′ W135°32.06′ 003° 12.9 NM to Fld./23E. **TWEB.**

MOUNT EDGECUMBE NDB(MHW) 414 IME N57°02.84′ W135°21.95′ At Fld. 18/23E.

NDB unusable:

320°–140° byd 15 NM blw 6,000′.

VHF/DF —Contact Sitka FSS. Lctd at N56°51.42′ W135°31.99′.

LDA/DME 108.9 I–SIT Chan 26 Rwy 11. No Glide Slope.

RADIO/NAV/WEATHER REMARKS —LC call to Sitka FSS dial 966–2221. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Sitka wx report avbl LC 966–2913 or freq 122.45 0700–1500Z‡. ATIS operated by Sitka FSS.

§ **SITKA SEAPLANE** (A29) 0 NW N57°03.13′ W135°20.77′ UTC−9(−8DT) **JUNEAU**

P 00 –40 NW–SE

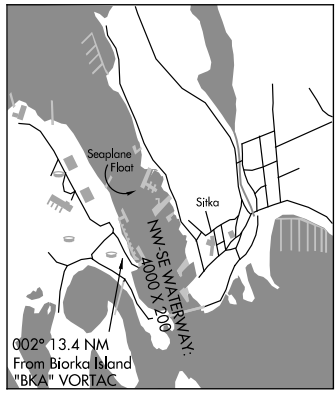
FUEL —(NC–100LL)

SEAPLANE REMARKS —Unattended. Fuel avbl daylt hrs except Sun, call 907–747–7920/3012 OT call out charge. CAUTION numerous seagulls and other birds. CAUTION should be exercised as water area near shore is rocky and shoals rapidly in many sectors. Low ceilings are common. Beach is rocky. Numerous bare and submerged rocks. Ramp. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM SIT OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. For local wx call Sitka FSS 907–966–2221.



SITUK (See YAKUTAT)

SKAGIT/BAY VIEW N48°28.12′ W122°25.10′ **SEATTLE**

NDB(MHW) 240 BVS At Skagit Regional Arpt. 98/21E. **H–1D, 1E, L–1E**

NDB unusable:

350°–030° byd 20 NM.

SKAGIT REGIONAL, WA (See BURLINGTON/MOUNT VERNON)

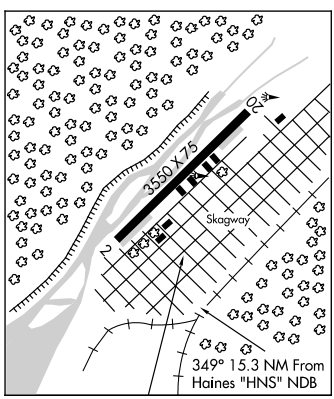
SKAGWAY

§ **SKAGWAY** (SGY) (PAGY) 0 NW N59°27.60′ W135°18.94′ (LRA) UTC−9(−8DT) **JUNEAU**

P 44 L4,10① H35(ASP) 02–20 **L–1B**

FUEL —(100LL)

AIRPORT REMARKS —Unattended. For fuel call 907–983–2259 Mon–Fri 1700–0200Z‡, OT call 907–612–0049. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Pedestrians and uncontrolled vehicular traffic, bears and moose invof rwy and twy. Recommend daylight ops only. Arpt CLOSED to acft over 12,500 lbs GWT exc PPR in writing from Airport Safety and Security Department of Transportation and Public Facilities Southeast Region; P.O. Box 112506, Juneau AK 99811–2506, (907) 465–1786. CLOSED to air carrier ops with over 30 passenger seats. Approach to Rwy 20 in narrow canyon. Departing Rwy 02 rqrs a high performance climb due to terrain. Acft departing Rwy 02 may dogleg to the east before turning crosswind to increase altitude. When departing Rwy 02 maintain rwy heading at least 1/2 mile before doglegging to the east to avoid nearby school and playground. Turbulence and high obstructions. Birds on and in vicinity of arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Extensive light acft and helicopter tfc Jun 1–Sep 15, for further information call 907–983–2323. Rwy 20 rgt tfc. Customs avbl see NOTICES—ENTRY REQUIREMENTS (CIVIL). See notice in Section C for recommended VFR departure procedure. Be alert: See General Notices for Rwy 02 departure info and Enroute CTAF freqs. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 02 and Rwy 20—CTAF. ①REIL Rwy 02 and Rwy 20.



WEATHER DATA SOURCES—ASOS 135.8 907–983–3194) (WX CAM).

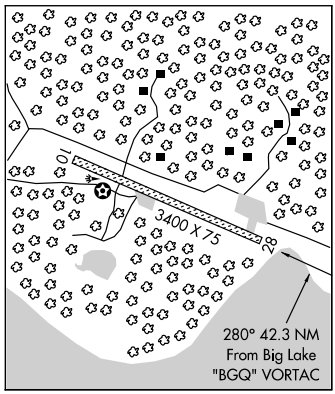
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM SGY)

RCO —122.4 (JUNEAU FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Wx reports avbl cont.

SKAGWAY SEAPLANE (7K2) 0 S N59°26.81′ W135°19.36′ UTC−9(−8DT) **JUNEAU**
00 –20 04–22 **L–1B**
FUEL —(NC–80, 100)
SEAPLANE REMARKS —Unattended. Dock. Very tight maneuvering room entering harbor and around float. Strong prevailing winds make maneuvering very difficult. Boat tfc in harbor. Boats may be tied to SPB dock/float ramp. Fuel avbl by bulk fr town.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **SKWENTNA** (SKW) (PASW) 0 NW N61°57.92′ W151°11.48′ UTC−9(−8DT) **ANCHORAGE**
FAA 148 BL4 34(GVL) 10–28 **L–3D, 4F**
AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend visual inspection prior to landing. Two 100′ twrs 1.5 NM West. Rwy soft during Spring thaw. Ski strip West of West thld. Rwy 10 200′ wide path cut through trees to apch. Rwy 10 and Rwy 28 marked with reflective cones. Thlds marked with reflective panels. ACTIVATE MIRL Rwy 10–28 and rotating bcn—CTAF.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM SKW)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

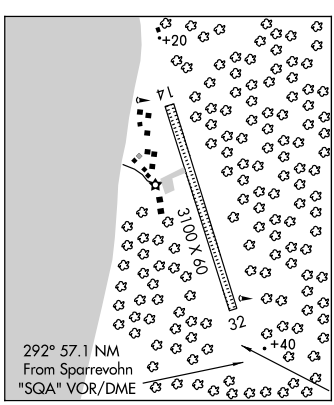


SKY RANCH AT PIONEER PEAK (See PALMER)

SLANA

§ **DUFFYS TAVERN** (DDT) 2 NE N62°43.48′ W143°55.23′ UTC−9(−8DT) **ANCHORAGE**
PVT 2420 12(GVL) 05–23
AIRPORT REMARKS —Unattended. Both approaches subject to turbulent winds from S and SE, rwy rolling, and soft in spring.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA—NOTAM DDT)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl WX reports hourly only.

§ **SLEETMUTE** (SLQ) (PASL) 0 E N61°42.03′ W157°09.95′ UTC−9(−8DT) **McGRATH**
P 190 BL4 31(GVL) 14–32 **L–3C**
FUEL —(NC–100)
AIRPORT REMARKS —Unattended. Fuel avbl–CTAF or 907–449–4427. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Pilots are requested to self–announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 5 NM of the arpt when approaching to land. Rwy 14–32 soft spots on rwy when wet. Rwy 14 and Rwy 28 NSTD markings, thld marked with lgts and reflective panels. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES—(AWOS–3 134.85 907–449–4226).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM SLQ)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



SMITHERS BC (CYYD) 2 N N54°49.52′ W127°10.97′ UTC−8(−7DT) **H–1D**

MOT 1716 BL4, 5, 10 ①, 12 ② H75(ASP) 15–33 ③

SERVICE—S4 **FUEL** —(NC–100LL, A1)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–7544 TODA–8300 ASDA–7544 LDA–7285

RWY 33: TORA–7544 TODA–8165 ASDA–7544 LDA–7282

AIRPORT REMARKS —Soaring activity west of arpt Apr to Oct. Ocnl parachuting aprxly 5 NM S. Marked and lgtd antenna 1752′ MSL on apch to Rwy 33 aprxly 1400′ fr thld. For fuel call 250–847–3414. Rwy 33 rgt tfc. Customs PN required call 888–226–7277. No vehicle control on Twy B. PAPI Rwy 15 OCL to 2 NM, PAPI Rwy 33 OCL to 2 NM. ①Rwy 33. ②Rwy 15, Rwy 33. ③Rwy 15 thld displaced 259′. Rwy 33 thld displaced 262′.

COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS SMITHERS CYYD–NOTAM CYYD)

RADIO —122.3 **(V)** (Oct 1–May 31 1500–0400Z‡, Jun 1–Sep 30 1400–0600Z‡) (emergency only 250–847–2035)

RCO —126.7 (Pacific FSS)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

HOUSTON VOR/DME 114.7 YYD Chan 94 N54°27.14′ W126°39.05′ 301° 29.1 NM to fld./25E.

TELKWA NDB(MHW) 391 TK N54°40.18′ W126°59.55′ 303° 11.4 NM to fld./22E.

NDB(HW) YD 230 N54°44.85′ W127°06.47′ 307° 5.3 NM to Fld./22E.

VHF/DF Facility unusable below 12,000′ MSL beyond 5 NM between 180° and 270° beyond 20 NM between 360° and 070°.

RADIO/NAV/WEATHER REMARKS—LD call to Smithers FSS dial 250–847–2035.

SNOHOMISH CO/PAINE FLD (See EVERETT, WA)

SNOHOMISH

HARVEY FLD WA (S43) 1 SW N47°54.29′ W122°06.16′ UTC−8(−7DT) **SEATTLE**

22 L49① 27 (ASPH) 15L–33R② S10 15R–33L **L–1E**

SERVICE—S4 **FUEL** —(NC–100, A) **IAP**

AIRPORT REMARKS —Attended Nov–Mar 1530–0200Z‡, Apr–Oct 1530–0500Z‡. Fuel 24 hrs credit card svc avbl. TPA 1006′MSL, 984 AGL. Parachute Jumping. Helicopter training west of rwys 500′ and blo. High voltage P–line 22′ high 25′ from AER Rwy 15L. Additional parachute student drop zone 1 NM E of arpt marked with white X. Arriving helicopter tfc apch helipads from NE or SE to avoid student drop zone. Parachute drop zone between Rwy 15L–33R and main twy, large gravel circle. Rwy 15L and Rwy 15R calm wind rwys. Noise abatement procedures in effect ctc arpt mgr 301–568–1541. Rwy 15L–33R NSTD LIRL, thld lgts 360° green. Rwy 15L rgt tfc. Rwy 15R rgt tfc. ①Rwy 15L TRCV (TRIR) – TCH 30′ GA 5.0°, Rwy 33R TRCV (TRIR) – TCH 3.0° GA 3.0°. ②Rwy 15L thld dsplcd 451′, Rwy 33R thld dsplcd 241′.

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS) SEATTLE SEA–NOTAM SEA)

SEATTLE CENTER APP/DEP CON –306.9 128.5

RADIO AIDS TO NAVIGATION

PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ 077° 7.1 NM to fld. 670/20E.

SOLDOTNA

KENAI RIVER AIRPARK (1AK4) 11 NE N60°31.45′ W150°45.13′ UTC−9(−8DT) **ANCHORAGE**

PVT 200 21 (GVL) 07–25

AIRPORT REMAKRS —Unattended.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

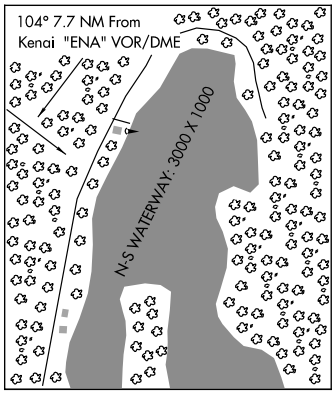
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **MACKEYS LAKES SEAPLANE** (L85) 3 NE N60°31.90′ W150°59.97′ UTC−9(−8DT) **ANCHORAGE**
175 –30 N–S

SEAPLANE REMARKS —Unattended. Pink buoys in southwest corner of lake, marked underwater obstns. Multiple pvt docks on lake. No designated tie–down areas.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA–NOTAM SXQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Automated FSS dial 907–283–7211.



§ **SOLDOTNA** (SXQ) (PASX) 1 SE N60°28.50′ W151°02.29′ UTC−9(−8DT) **ANCHORAGE**
P 113 BL4, 9 ① H50(ASP) 07–25 S12, NE–SW **H–1B, 2K, L–1A, 3D, 4F**
SERVICE—S4 **FUEL** —(NC–100LL, A) **IAP**

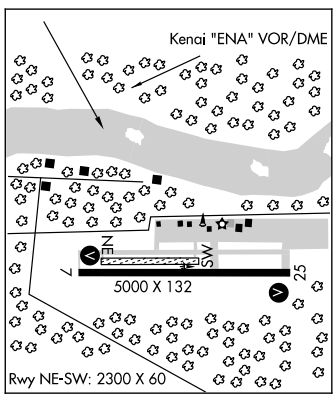
AIRPORT REMARKS —Unattended. Fuel avbl 24 hrs with credit card. Rwy cond not monitored, recommend visual inspection prior to ldg. Ultralight acft in vicinity of arpt, no ultralight strip. Ski lndg area avbl north side and parallel to Rwy 07–25 marked by cones. Rwy 07–25 and Rwy NE–SW, no simultaneous/parallel ops allowed. Large cargo acft use E ramp for parking/unloading. Transit parking in front of hangars. For tiedown info ctc 907–262–4672. Rwy 07 slope 0.3% up E. Rwy 07 rgt tfc. Traffic pattern alt 900′ MSL, 792′ AGL. Landing fee for acft 12,500 lbs and over. ACTIVATE MIRL Rwy 07–25 and VASI Rwys 07 and 25—CTAF. ①Rwy 07, TCH 45′.GS 3.0°. Rwy 25, TCH 43′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 135.45 907–262–8431). (TWEB ENA 117.6) (WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA–NOTAM SXQ)
RCO —122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —379.1 125.7

RADIO AIDS TO NAVIGATION
KENAI (H)ABVOR/DME 117.6 ENA Chan 123
N60°36.89′ W151°11.72′ 126° 9.6 NM to Fld.109/25E.
TWEB.
NDB (MHW/DME) 346 OLT Chan 106 N60°28.50′ W150°52.73′ 246° 4.7 NM to Fld.250/24E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. AWOS–3 wind may be unrepresentative of rwy wind conditions. TWEB ops 1500–0700Z‡.



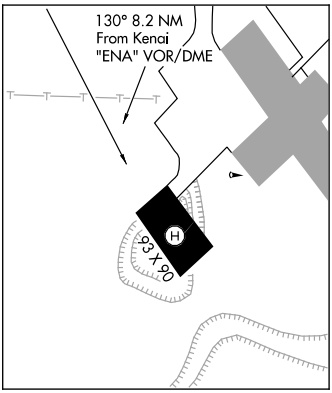
§ **SOLDOTNA HOSPITAL H HELIPORT** (SD1) 1 NW N60°29.48′ W151°04.67′ UTC−9(−8DT) **ANCHORAGE**
95 H93X90(ASP) H–1

HELIPORT REMARKS —Attended continuously. No ops over hospital. Unmarked p–line N and pole NNW of landing area. Several unsealed cracks with vegetation growing thru sfc. Helipad H1 perimeter lgts.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM SXQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



SOLOY STRIP (See WASILLA)

SONGLO VISTA (See TALKEETNA)

SOUTH NAKNEK

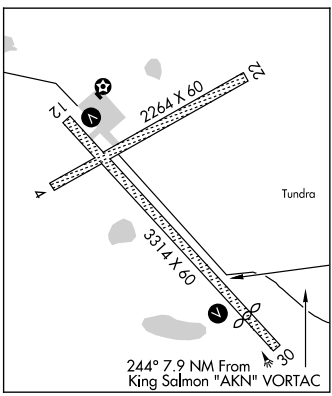
§ **SOUTH NAKNEK NR 2** (WSN) (PFWS) 1 SW N58°42.13′ W157°00.16′ UTC−9(−8DT) **KODIAK**
P 162 BL6, 9 ① 33(GVL–DIRT) 12–30②, 04–22 **L–2J, 3C**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 04–22 sinking east 1400′ CLOSED indef. Rwy 04–22 soft when wet. Sfc has some ruts and rocks greater than 2″ diameter. Rwy 04 brush located either side of rwy. Loose rocks on Rwy 12–30. Twy slopes downhill to the NW. No line of sight between end of twy and Rwy 12–30. Rwy 30 first 550′ CLOSED unusable deep swales and washouts each side. Rwy 12–30 edges soft when wet. Relocated Rwy 30 thld marked by short cones and lgts. VASI Rwy 30 OTS indef. ACTIVATE HIRL Rwy 04–22 and Rwy 12–30 and VASI Rwy 12 and Rwy 30 and rotating bcn—CTAF. ①Rwy 12, TCH 25′. GS 3.0°. Rwy 30, TCH 25′. GS 3.0°. ②Rwy 30 thld dsplcd 600′.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

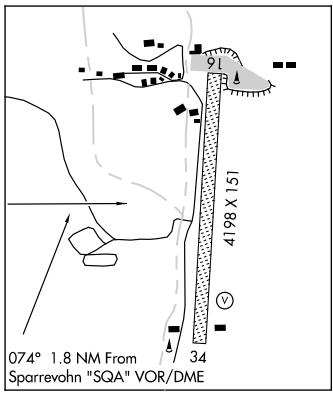
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



SOUTHWEST OREGON RGNL (See NORTH BEND)

SOUTHWEST WASHINGTON RGNL (See KELSO)

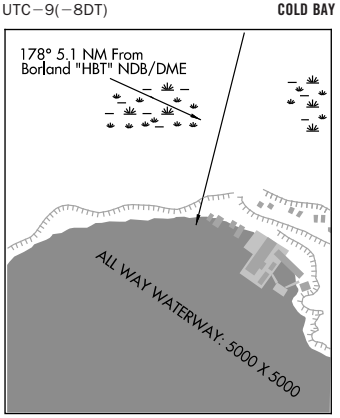
§ **SPARREVOHN LRRS** (SVW) (PASV) 0 S N61°05.83′ W155°34.49′ UTC−9(−8DT) **McGRATH**
AF 1585 L*9 ①, 10 ② 42(GVL) 16–34 **H–1B, 2J, L–3C**
AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡. CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–1244/1157, C907–552–1244/1157. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907–552–1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy surrounded by mountains. Rwy located on slope of 3302′ mountain. Rwy 34 slope 5.0% up N. Approach from S only, land Rwy 34 only. Successful go-around improbable. Take-off Rwy 16 only. CAUTION: Winds in excess of 20 Kt (radome winds 25 Kt) may produce severe turbulence. Radome winds not always avbl. 60′ overrun S end of rwy. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions.Touchdown elev Rwy 34 is 1360′, ①Rwy 34. VASI GS does not meet terrain clnc criteria except within 1 NM of rwy. ②Rwy 34.



DIAP

WEATHER DATA SOURCES—(AWOS–3 907–731–9001 ext 229).
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PASV)
RADIO —126.2 **(E)**
RCO —122.5 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—351.8 134.3
RADIO AIDS TO NAVIGATION
(H) VORW/DME 117.2 SQA Chan 119 N61°05.91′ W155°38.07′ 074° 1.7 NM to Fld.2501/18E.
VOR/DME unusable:
009°–019° byd 25 NM blw 12500′
029°–039° byd 25 NM blw 12500′
VOR unusable:
019°–029° byd 16 NM
DME unusable:
019°–028° byd 16 NM
CAIRN MOUNTAIN NDB(HW) 281 CRN N61°06.11′ W155°34.12′ At Fld./18E.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SQUAW HARBOR SEAPLANE** (36H) 0 S N55°14.00′ W160°33.12′ UTC−9(−8DT) **COLD BAY**
00 −50 ALL–WAY
SEAPLANE REMARKS —Unattended. Operating area in Baralof Bay. Unable to beach at high tide. Dock used for acft and boat docking.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM SDP OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



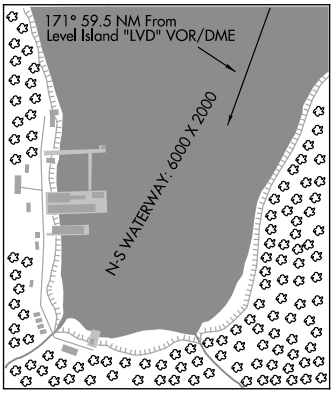
STAMPEDE (See KANTISHNA)

§ **STEAMBOAT BAY SEAPLANE** (WSB) 0 NE N55°31.78′ W133°38.50′ UTC−9(−8DT) **KETCHIKAN**
00 –60 N–S

SEAPLANE REMARKS —Unattended. High mountains all sides except entrance; one way ops – no south ops; subject to heavy swells. No facilities. Ocean swells common in bay. Exposed to north wind.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



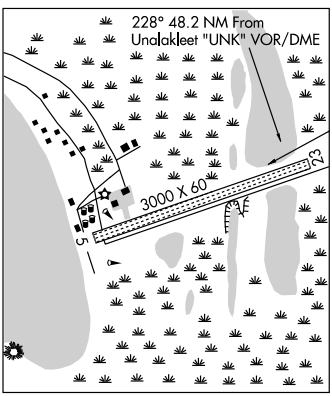
§ **STEBBINS** (WBB) 0 NW N63°30.96′ W162°16.68′ UTC−9(−8DT) **BETHEL**
P 14 BL4 30(GVL) 05–23 **L–3C**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 05–23—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



STERLING

BREEDEN (AK05) 6 E N60°32.46′ W150°35.95′ UTC−9(−8DT) **ANCHORAGE**
PVT 365 8(GVL) 17–35

AIRPORT REMARKS —Unattended. 250′ twr .5 NM NW, 250′ twr 1 NM SE and 200′ twr 1 NM W of Rwy 17–35. Pilot use of freq 122.9 mandatory. Rwy 35 rgt tfc.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

DUTCH LANDING STRIP (88AK) 0 N N60°32.42′ W150°52.08′ UTC−9(−8DT) **ANCHORAGE**
PVT 300 13(GVL) 07–25

AIRPORT REMARKS —Unattended. Rgt tfc Rwy 25.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LAKEWOOD AIRSTRIP (53AK) 5 NE N60°32.07′ W150°56.36′ UTC−9(−8DT) **ANCHORAGE**
PVT 110 12(SAND/GVL) 02–20

AIRPORT REMARKS —Unattended. Rwy 02–20 not plowed during winter and silty sand base not useable during breakup. Rwy 02 rgt tfc.

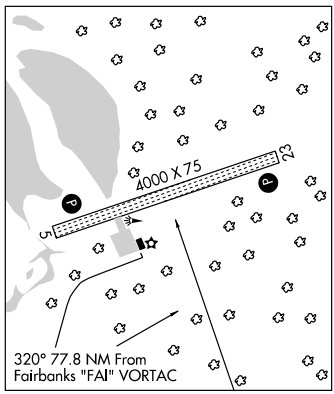
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

SCOOTER'S LANDING STRIP (AK84) 2 W N60°31.77′ W150°49.85′ UTC−9(−8DT) **ANCHORAGE**
PVT 259 24(GVL) 08–26
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

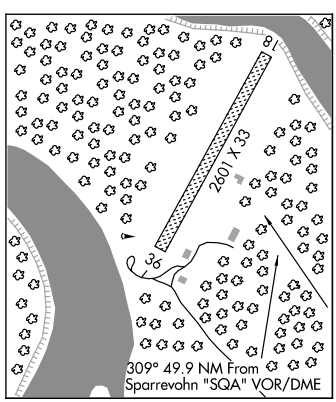
STERLING AIR PARK (4ØAK) 3 NE N60°33.32′ W150°50.55′ UTC−9(−8DT) **ANCHORAGE**
PVT 90 15(GVL) 06–24
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **STEVENS VILLAGE** (SVS) 1 NNE N66°01.02′ W149°03.26′ UTC−9(−8DT) **FAIRBANKS**
P 329 BL4 10① 12② 40(GVL) 05–23 **H–1B, L–4J**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. CLOSED rwy lctd 1 NM W of Rwy 05–23. Snow removal ops dur winter, monitor CTAF. ACTIVATE MIRL Rwy 05–23, REIL and PAPI Rwy 05 and Rwy 23—CTAF. ①Rwy 05. Rwy 23.② Rwy 05, TCH 25′.GS 3.0°. Rwy 23, TCH 25′.GS 3.0°.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



STEWART BC (CZST) 0 E N55°56.00′ W129°59.00′ UTC−8(−7DT) **KETCHIKAN**
24 H39(ASP) 18–36 **L–1C**
FUEL —(NC–80, 100, B)
AIRPORT REMARKS —Fuel avbl fr local svc stns only in 45 gal drum lots, pilot must supply own pump. Customs PN required ctc 888–226–7277. No win maint.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS PRINCE RUPERT CYPR 1400–0600Z‡–NOTAM CYPR OT CTC TERRACE CYXT)
RADIO/NAV/WEATHER REMARKS —LD call to Prince Rupert FSS dial 250–627–5384. Calls are automatically transferred to Terrace FSS when Prince Rupert FSS is closed.

§ **STONY RIVER 2** (SRV) 0 N N61°47.39′ W156°35.31′ UTC−9(−8DT) **McGRATH**
P 230 26(GVL–DIRT) 18–36
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Trees 40′–50′, both sides of rwy, 50′ from centerline. Sfc bumpy with large dips and rocks up to 3″ in diameter. Orange reflective cones spaced along rwy edges. Rwy 18–36 nstd pvt lgts.
COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS KENAI ENA–NOTAM SLQ)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



STUCK N61°46.98′ W145°15.13′ **ANCHORAGE**
RCO —122.1 (KENAI FSS) **L–1A, 3E, 4H**

§ **SUMMIT** (UMM) (PAST) 0 N N63°19.89′ W149°07.64′ UTC−9(−8DT) **ANCHORAGE**
P 2409 38(TURF–GVL) 03–21 **L–3D**

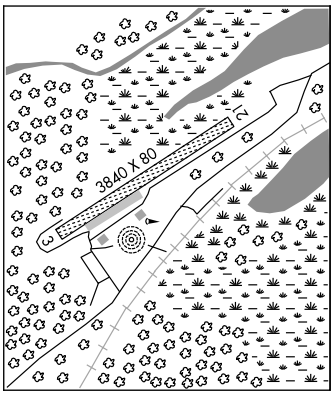
AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 03–21 rocks up to 3″ on rwy sfc. No line of sight between rwy ends. No winter maintenance. Rwy 03 marked by 3′ red cones. Rwy thld marked with cones and plastic markers. Rwy subject to crosswinds.

WEATHER DATA SOURCES —(TWEBⓐ UMM 326) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM TTW)
RCO —122.6 **(V)** (KENAI FSS)

RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 326 UMM N63°19.69′ W149°07.84′ At Fld./27E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —VHF communication unreliable 15 NM N at MEA due to terrain. For a toll free call to Kenai FSS dial 1–866–864–1737. TWEB operates 1500–0700Z‡.



SUMMIT LAKE SEAPLANE (See MOOSE PASS)

SUMNER STRAIT N56°27.88′ W133°05.84′ **JUNEAU**
NDB(H–SAB) 529 SQM 346° 20.9 NM to Petersburg James A. Johnson/28E. **TWEB.** **H–1C, L–1C**

SUNNY HAY MOUNTAIN N55°27.73′ W133°04.85′ **KETCHIKAN**
RCO —120.9 (KETCHIKAN FSS) **L–1C**

§ **SUNRIVER** OR (S21) 1 W N43°52.58′ W121°27.18′ UTC−8(−7DT) **KLAMATH FALLS**
P 4164 BL4, 9①, H54(ASP) 18–36 S–30 **H–1E**
FUEL—(NC–100LL, JET A, JET A+) **IAP**

AIRPORT REMARKS —Attended Apr 1–May 15 1630–0100Z‡, May 16–Jun 15 1600–0200Z‡, Jun 16–Sep 15 1600–0200Z‡, Sep 16–Oct 15 1600–0130Z‡, Oct 16–Nov 30 1600–0100Z‡, Dec 1–Mar 31 1630–0030Z‡. After hours fuel call 541–593–4603 for instructions or call after hours emergency 541–480–1688. Flocks of waterfowl invof arpt. TPA 5164′ MSL 1000′AGL. Rwy 18 rgt tfc. For noise abatement departing aircraft are urged to climb west of airport prior to turning on course. ACTIVATE LIRL Rwy 18–36 and VASI Rwy 18—CTAF. ①Rwy 18, TCH 22′. GS 3.5°. Thld dsplcd 988′.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM MMV)
RCO—122.3 (MCMINNVILLE FSS)
SEATTLE APP/DEP CON—257.75 128.15

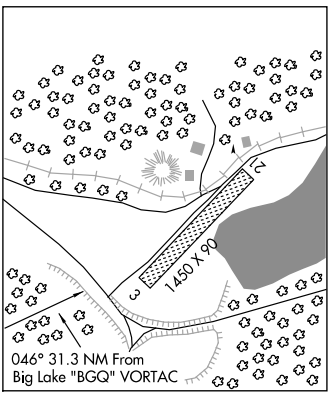
RADIO AIDS TO NAVIGATION
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 178° 23.5 NM to fld. 4101/18E. **HIWAS.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

SUTTON

§ **JONESVILLE MINE** (JVM) (PAJV) 2 NW N61°43.89′ W148°55.67′ UTC−9(−8DT) **ANCHORAGE**
870 14(GVL) 03–21

AIRPORT REMARKS —Unattended. Arpt CLOSED indef.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA, NOTAM JVM)
RADIO/NAV/WEATHER REMARKS — For a toll free call to Kenai FSS dial 1–866–864–1737.



SUTTON/CHICKALOON

GRAHAM (48AK) 3 E N61°47.59′ W148°29.55′ UTC−9(−8DT) **ANCHORAGE**
PVT 1010 13(TURF) 12–30
AIRPORT REMARKS —Unattended. Arpt has gusty intermittent crosswinds. Rwy 12–30 is rutted sod.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

SWIFT CREEK (See McCARTHY)

TACOMA, WA (See McCHORD FLD (JOINT BASE LEWIS–McCHORD))

§ **TACOMA NARROWS** WA (TIW) (KTIW) 4 W N47°16.08′ W122°34.69′ (LRA) UTC−8(−7DT) **SEATTLE**
P 294 BL4, 5 , 9 ①, 10 ②, 12 ③ H50(ASP–AFSC) 17–35 S–50, D–80, 2S–102, 2D–80, 2D/2D2–150 **H–1D, 1E IAP**
SERVICE—S4 **FUEL** —(NC–100LL, A) LPOX–RB
AIRPORT REMARKS —Attended 1500–0600Z‡. Landing fee. Deer on and in vcnty of arpt. Noise sensitive arpt, for noise abatement and traffic procedures call airport manager 253–853–5844. For customs call 253–593–6338 ext 2. Rwy 35 rqt tfc. MALSR Rwy 17. ACTIVATE MALSR Rwy 17 and PAPI Rwy 17—CTAF. ①Rwy 35, TCH 51′. GS 3.0°. ②Rwy 35. ③Rwy 17, TCH 50′. GS 3.0°.
WEATHER DATA SOURCES —(ASOS 253–858–6507) (LAWRS).
COMMUNICATIONS—(CTAF 118.5) (UNICOM 122.95) (ATIS 124.05) (TIE–IN FSS SEATTLE SEA–NOTAM TIW)
Ⓡ **SEATTLE APP/DEP CON** —290.9 120.1 **(E)**
TOWER —253.5 118.5 (1600–0400Z‡) **GND CON** —121.8
AIRSPACE: CLASS D svc 1600–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
GRAYE NDB(MHW) 216 GRF N47°08.99′ W122°36.27′ 349° 7.2 NM to Fld. 343/20E. Unmonitored holidays.
ILS 109.1 I–TIW Rwy 17. Class IA. ILS unmonitored when twr clsd.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **TAKOTNA** (TCT) 1 N N62°59.56′ W156°04.09′ UTC−9(−8 DT) **McGRATH**

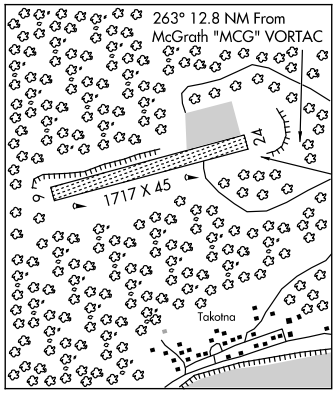
P 825 17(GVL) 06–24

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored recommend visual inspection prior to using. There is some 12″ grass growing on the rwy. Rwy 06–24 thlds and edges marked by reflective cones. Rwy 06–24 only 40′ usable width due to erosion and ponding on N side. Thld panels faded and obscured by brush. Windsocks located in trees and unreliable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PATL)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TAKOTNA RIVER N62°56.81′ W155°33.44′ **McGRATH**

NDB(HW) 350 VTR 266° 1.4 NM to McGrath./19E. **H–1B, 2J, L–3C**

TALKEETNA FSS —123.6 122.2 (Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡. OT CTC Kenai FSS.)

TALKEETNA

BALD MOUNTAIN (2AK7) 9 E N62°18.45′W149°45.13′ UTC−9(−8DT) **ANCHORAGE**

PVT 3600 10(GVL) 06–24

AIRPORT REMARKS —Unattended. No snow removal, drifts on rwy in winter, recommended visual inspection prior to use. Coarse gravel surface containing rocks up to 4 inches. Rwy center is higher than rwy ends. Bear and moose occasionally on and invof arpt.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

BIRCH CREEK LANDING (51AK) 6 SSE N62°14.54′W150°03.95′ UTC−9(−8DT) **ANCHORAGE**

PVT 400 25(TURF) 16–34

AIRPORT REMARKS —Unattended. PPR before landing. All acft monitor and announce intentions on freq 123.6.

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

CHRISTIANSEN LAKE (AK8) 1 E N62°18.80′ W150°04.16′ UTC−9(−8DT) **ANCHORAGE**

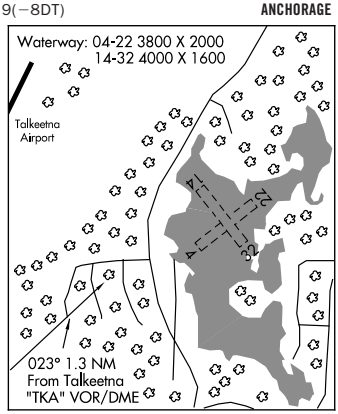
400 –40 14W–32W 04W–22W

FUEL–(NC–100LL, 115)

AIRPORT REMARKS —Attended continuously. All traffic remain east of SPB and over the lake. All acft monitor and use frequency 123.6.

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS TALKEETNA TKA Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡—NOTAM TKA OT CTC KENAI ENA)

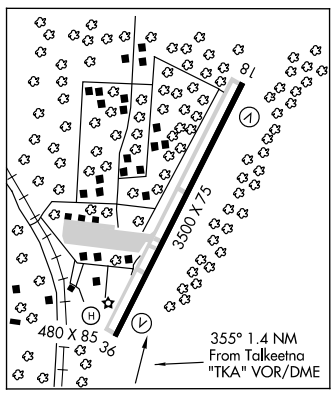
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



SECLUDED LAKE (49AK) 20 S N62°01.47′W149°58.63′ UTC−9(−8DT) **ANCHORAGE**
PVT 300 28(GVL) 06–24
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

SONGLO VISTA (3AK3) 15 NW N62°33.83′W150°13.23′ UTC−9(−8DT) **ANCHORAGE**
PVT 825 21(GVL) 15–33
AIRPORT REMARKS —Unattended. Irregular snow removal, recommend visual inspection prior to use. Surface could be soft during spring breakup. Rwy center is lower than rwy ends. Bear and moose occasionally on and invof arpt.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **TALKEETNA** (TKA) (PATK) 1 E N62°19.23′ W150°05.62′ UTC−9(−8DT) **ANCHORAGE**
P 358 BL4, 9 ① H35(ASP) 18–36 **L–3D, 4F**
SERVICE—S4 **FUEL** —(NC–100LL, A) **IAP**
AIRPORT REMARKS —Attended Apr–Nov, Mon–Thu 1600–0200Z‡, Dec–Mar, Mon–Fri 1500–2300Z‡. FBO fuel 100LL 24 hr. Jet fuel avbl Mon–Sat 1600–0200Z‡. Jet fuel is located off arpt. Prior arrangements for jet fuel requested to avoid delays. Call 907–733–2620. After hrs call 907–355–2276/7698. BE ALERT: walking on active twy/aprons is not authorized. Helicopters using fuel or maint facilities remain S of FSS and fly drct fm Rot bcn to avoid damage to parked acft. Rwy 18–36 CLOSED to acft over 12,500 lbs; ctc arpt manager 907–733–2278. Rwy condition not monitored recommend visual inspection prior to using. Rwy 36 slope 0.3% up NE. Seaplane ops ¾ mile SE Talkeetna arpt. Recommend acft ops to and fr Christensen Lake remain E of lake. Be alert: CTAF procedures highly recommended due to village tfc pattern. Arpt has designated transient acft parking avbl. See Section C notices for tfc pattern information. 85′ by 480′ gvl helipad located 200′ SW of rot bcn. Rwy 18 rgt tfc. ACTIVATE MIRL Rwy 18–36—CTAF. VASI Rwy 18 and Rwy 36 opr continuously. ①Rwy 18, TCH 27′. GS 3.0°. Rwy 36, TCH 27′. GS 3.0°.

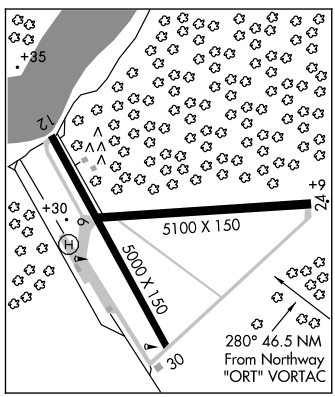


WEATHER DATA SOURCES—(ASOS 135.2 907–733–1637) (TWEB PEE 305) (TWEB TKA 116.2).
COMMUNICATIONS—(CTAF 123.6) (UNICOM–123.0) (ATIS 135.2) (TIE–IN FSS TALKEETNA TKA Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡—NOTAM TKA OT CTC KENAI ENA)
RADIO —123.6 122.2 **(V)** (LAA 123.6)
RCO —123.6 122.2 (V) (KENAI FSS) Ops hrs Talkeetna FSS closed.
ANCHORAGE CENTER APP/DEP CON —254.3 125.55
AIRSPACE: CLASS E svc 1700–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
(H) ABVORW/DME 116.2 TKA Chan 109 N62°17.92′ W150°06.34′ 355° 1.4 NM to Fld.360/26E. **TWEB.**
VOR unusable:
277°–297° byd 30 NM blw 12000′
DME unusable:
057°–087° byd 30 NM blw 13000′
PETERS CREEK NDB(HW–SAB) 305 PEE N62°19.87′ W150°05.79′ At Fld./19E. **TWEB.** VHF/DF
RADIO/NAV/WEATHER REMARKS —Talkeetna FSS telephone 733–2277. For a toll free call to Kenai FSS dial 1–866–864–1737. VHF/DF SERVICE provided by Talkeetna FSS during opr hrs on FSS frequencies, OT Kenai FSS 122.2. ATIS provided on freq 135.2 when Talkeetna FSS open.

§ **TALKEETNA HELIPORT** (TKA) (PATK) 1 E N62°19.23′ W150°05.62′ UTC−9(−8DT) **ANCHORAGE**
P 358 B 480X85(GVL) H1 **L–3D, 4F**
FUEL —B+ (NC–100LL, B)
HELIPORT REMARKS —Attended Apr–Nov, Mon–Thu 1600–0200Z‡, Dec–Mar, Mon–Fri 1500–2300Z‡. Helicopters using fuel or maint facilities remain S of FSS and fly drct fm Rot bcn to avoid damage to parked acft. 40′ to 50′ trees lctd along S side of helipad. 50′ trees S of helipad within 50′ of edge. Seaplane ops ¾ mile SE Talkeetna arpt. Recommend acft ops to and fr Christensen Lake remain E of lake.
COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.0) (TIE–IN FSS TALKEETNA TKA Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡–NOTAM TKA OT CTC KENAI ENA)
AIRSPACE: CLASS E svc effective 1700–0500Z‡ other times CLASS G.
RADIO/NAV/WEATHER REMARKS —Talkeetna FSS telephone 733–2277. For a toll free call to Kenai FSS dial 1–866–864–1737.

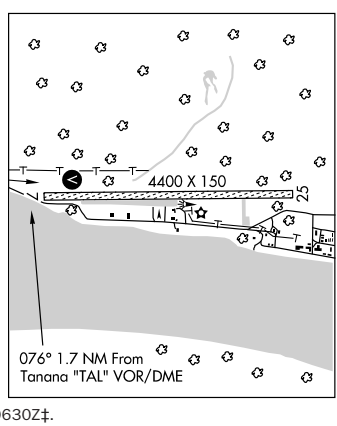
TAMGAS HARBOR SEAPLANE (See ANNETTE)

§ **TANACROSS** (TSG) 1 S N63°22.46′ W143°20.13′ UTC−9(−8DT) **ANCHORAGE**
P 1549 H51(ASP) 06–24, 12–30 **H–1B, L–1A, 3E**
AIRPORT REMARKS —Unattended. Fire crews and air operations during summer months. Rwy 06–24 not maintained during winter. Rwy 12–30 not maintained during winter. Rwy 06–24 sfc cracked, vegetation growing through asph. Rwy 12–30 sfc cracked, vegetation growing through asph. Rwy 30 apch—280′ wide swath cut through trees. Rwy 24 apch—300′ wide swath cut through trees.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡ –NOTAM ORT OT CTC FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TANANA

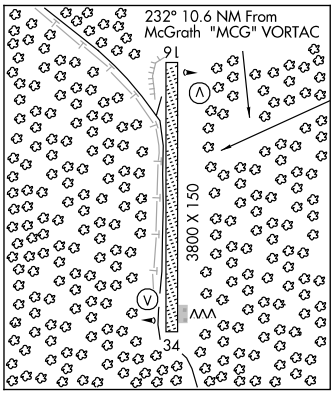
§ **RALPH M CALHOUN MEM** (TAL) (PATA) 1 WNW N65°10.46′ W152°06.56′ UTC−9(−8DT) **FAIRBANKS**
P 236 BL2, 4, 9Ⓘ 44(GVL) 07–25 **H–1B, 2K, L–3D, 4I**
IAP
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during win, monitor CTAF. Rwy 07–25 numerous cracks in rwy sfc up to 1″ deep. Rwy 07 slope 0.3% up NE. Floatplane tfc in river adj to arpt. ACTIVATE MIRL Rwy 07–25 and VASI Rwy 07—CTAF. Rwy 07 rgt tfc. ⒾRwy 07, TCH 35′. GS 3.0°.
WEATHER DATA SOURCES —(ASOS 135.10 907–366–7266) (TWEB TAL 116.6) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM TAL)
TANANA RCO —122.65 **(V)** (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —285.4 133.1
AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
TANANA (H) ABVORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 076° 1.7 NM to Fld.390/26E. **TWEB**.
BEAR CREEK NDB(HW) 212 BCC N65°10.43′ W152°12.36′ 070° 2.4 NM to Fld./19E.
RADIO/NAV/WEATHER REMARKS —For toll free call to Fairbanks FSS dial 1–866–248–6516. Wx observer avbl for local arpt wx on CTAF (call sign: TANANA WEATHER) and phone 907–366–7288 1500–0630Z‡.



TANANA N65°10.63′ W152°10.65′ **FAIRBANKS**
(H)ABVORW/DME 116.6 TAL Chan 113 070° 1.7 NM to Ralph M. Calhoun Mem. **H–1B, 2K, L–3D, 4I**
390/26E. **TWEB.**
VOR/DME unusable:
280°–050° byd 20 NM blo 9000′
RCO—122.65 **(V)** (FAIRBANKS FSS)

TANIS MESA (See YAKUTAT)

§ **TATALINA LRRS** (TAKOTNA) (TLJ) (PATL) 7 S N62°53.66′ W155°58.59′ UTC−9(−8DT) **McGRATH**
AF 964 L 9 ①, 38(GVL) 16–34 **L–3C**



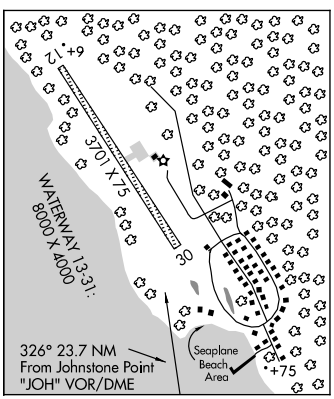
AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡, CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–1106/1040, C907–552–1106/1040. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907–552–1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy not level laterally, W side higher than E side. CAUTION: Turbulence both approaches. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. Rwy 16 marked with 2′ by 3′ square orange markers. ①Rwy 16 VASI GS does not meet terrain clnc criteria except within 1 NM of rwy.

WEATHER DATA SOURCES—(AWOS–3 907–552–1106/1040 Ext 229) (WX CAM).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PATL)
RADIO —364.2 126.2 **(E)**
RCO —122.3 (KENAI FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **TATITLEK** (7KA) 0 NW N60°52.34′ W146°41.47′ UTC−9(−8DT) **ANCHORAGE**
P 62 BL4 37(GVL) 12–30 **L–1A, 3D, 4G**



AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 12–30 sfc slopes gradually uphill fr Rwy 30 to Rwy 12. Rwy 12 thld 45′ higher than Rwy 30 thld. Safety areas all sides rough with pot holes and large rocks. Rwy safety area 150′ by 4300′. ACTIVATE MIRL Rwy 12–30—CTAF.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS JUNEAU JNU–NOTAM VDZ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **TATITLEK SEAPLANE** 0 NW N60°52.34′ W146°41.47′
UTC−9(−8DT)
P 00 −80 13W–31W

SEAPLANE REMARKS—Unattended. CAUTION: Waterway condition not monitored, recommend visual inspection prior to using. CAUTION: Rocks in water area at low tides.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS JUNEAU JNU–NOTAM VDZ)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

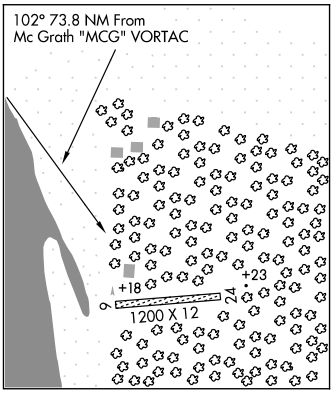
§ **TATITNA** (8KA) 1 S N62°17.60′ W153°21.72′ UTC−9(−8DT) **McGRATH**
1490 12(GVL) 06–24

AIRPORT REMARKS —Unattended. CAUTION: Wind shear and/or directional wind change due to proximity of two passes. Rocks on sfc 3 to 4″. Uneven grade and dips in rwy. Airstrip used as iditarod checkpoint. Heavy use late Feb to Mar. Rwy 06 18′ wood twr 40′ from rwy end 30′ left of centerline. Arpt also known as Rhone River and Short Cut Strip.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA –NOTAM FKK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TATOOSH WA N48°17.99′ W124°37.62′ **SEATTLE**
(H)VORTACW 112.2 TOU Chan 59 077° 13.0 NM to Sekiu, WA. 1652/22E. **H–1D, 1E, L–1E**
HIWAS.

RCO —122.25 (SEATTLE FSS)

TAYLOR (AK49) 3 SE N65°40.76′ W164°47.93′ UTC−9(−8DT) **NOME**
PVT 440 22(GVL) 16–34

AIRPORT REMARKS —Unattended. All ops conducted at pilots own risk. Rwy 16–34 CLOSED in winter. Subject to turbulent winds, low levee windshear. Mine use only. Rwy 16–34 length and condition varies yearly. Narrows in some places, large rocks.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

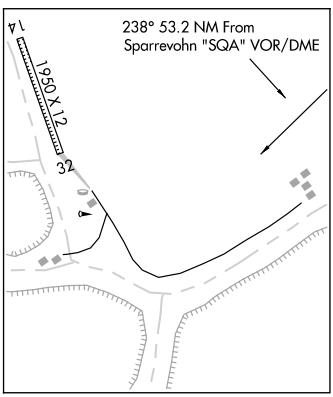
TAYLOR MOUNTAIN MINE

§ **TAYLOR MOUNTAIN** (AK64) 0 N N60°52.07′ W157°23.52′ UTC−9(−8DT) **McGRATH**
PVT 1000 19(GVL–DIRT) 14–32

AIRPORT REMARKS —Unattended. PPR prior to landing from Taylor Mountains in writing P.O. Box 243862, Anchorage, AK 99524, Jamin Klopman, Taylor Mountain, c/o P.O. Box 86, Red Devil, AK 99656 or Joe Daughterty, HCO 4–9749, Palmer, AK 99645.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA–NOTAM PASV)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



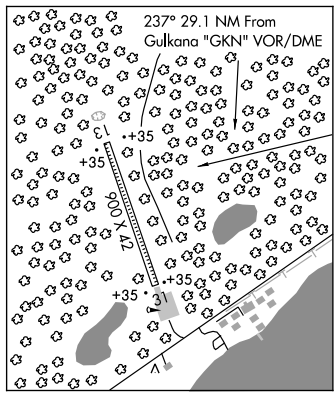
TAZLINA

§ **TAZLINA** (Z14) 0 SE N62°03.89′ W146°27.63′ UTC−9(−8DT) **ANCHORAGE**
P 2450 9(GVL) 13–31

AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. No winter maint. Ditch along SW side of rwy first ⅓ of Rwy 31, 6′ deep. Berms along first ⅓ of Rwy 31, both sides 4′ high. Rwy sfc has rocks up to 4″ with turf and weeds. 15′ wide grvl path on both sides of rwy with weeds and brush up to 36″ tall. Rwy 13–31 edges and thld panels marked with reflective cones. Edge cones buried in brush and thld panels damaged.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

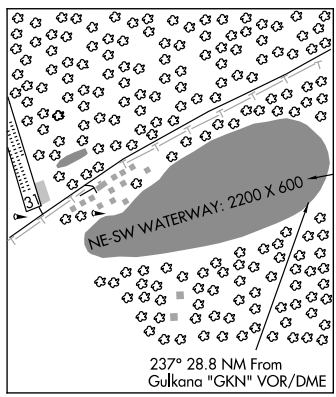


§ **TAZLINA/SMOKEY LAKE SEAPLANE** (5AK) 0 E N62°03.80′ W146°26.96′ UTC−9(−8DT) **ANCHORAGE**
2407 –22 NE–SW

SEAPLANE REMARKS —Attended daylight. Tazlina lodge closed. Seaplane docks removed. Private ramp and hangar located SW of closed lodge.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TED STEVENS ANCHORAGE INTL (See ANCHORAGE)

TELEGRAPH CREEK BC (CBM5) N57°55.00′ W131°07.00′ UTC−8(−7DT) **JUNEAU**
1100 50(GVL) 01–19 **H–1C, L–1C**

AIRPORT REMARKS—Rwy 01–19 no win maint, possible soft spots 1500′ fr S end. No prepared rwy shoulders. Gnd drops off along edges. Brush along edges. Customs avbl prior notice required phone 888–226–7277.

COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDL)

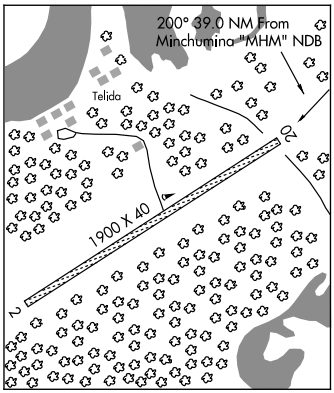
RADIO/NAV/WEATHER REMARKS—Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

§ **TELIDA** (2K5) 0 S N63°23.63′ W153°16.14′ UTC−9(−8D T) **McGRATH**
650 19(TURF–DIRT) 02–20

AIRPORT REMARKS —Unattended. Be Alert: Sand dune eminating from rwy, stol techniques necessary. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy length is 1900′ but middle 275′ of rwy is unusable with dips, humps, and sand dunes greater than 2′. Rwy length of 880′ is north half of rwy. Rwy 02–20 sfc is dominated by soft sand, sfc irregular and rutted. Rwy plowed in winter. Rwy 02–20 irregular, rutted surface varies between turf, dirt, and sand. Rwy 02–20 center 18′ rwy becoming depressed from use. Dust blows along rwy sfc in high winds. Windsock is unreliable, it is torn, faded to white, and tied to a tree.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MCG)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TELKWA BC N54°40.18′ W126°59.55′
NDB(MHW) 391 TK 303° 11.4 NM to Smithers./22E.

§ **TELLER** (TER) (PATE) 2 S N65°14.42′ W166°20.36′ UTC−9(−8DT) **NOME**
294 BL4 30(GVL) 07–25 **L–3A, 4H**
IAP

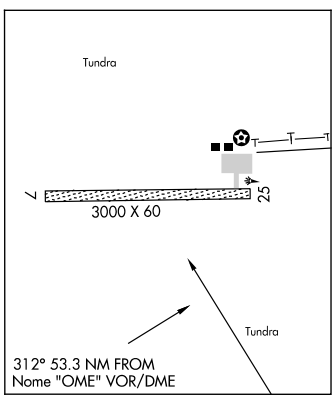
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 07 slope 0.6% up. ACTIVATE MIRL Rwy 07–25 and rotating bcn—CTAF.

WEATHER DATA SOURCES—(AWOS–3 118.375 907–642–2301).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI–NOTAM TER)

ANCHORAGE CENTER APP/DEP CON —133.3 290.4

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TENAKEE SPRINGS

TENAKEE SEAPLANE (TKE) 0 N N57°46.78′ W135°13.11′ UTC−9(−8DT) **JUNEAU**

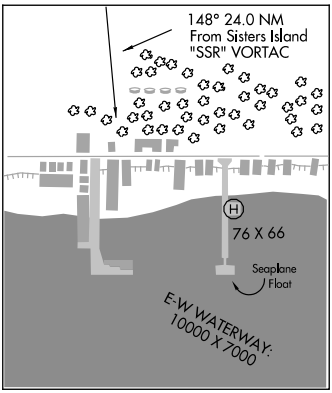
P 00 –100 E–W

FUEL —(NC–80, 100)

SEAPLANE REMARKS —Attended daylight. Anchorage not sheltered. Prevailing wind from east, dock is not protected and large swells can hit the dock. Boats may be tied to SPB dock/float ramp. Fuel avbl in emerg only. Helipad elevated on piling, limited to helicopters 44000 lbs GTW or less. Rwy H1 Perimeter lgts.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



TERRACE BC (CYXT) 3 S N54°28.11′ W128°34.70′ UTC−8(−7DT) **H–1D, L–1D**

MOT 713 BL4, 5, 10, 12 ① H75(ASP) 15–33, 03–21

FUEL —(NC–100LL, B)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–5373 TODA–6357 ASDA–5373 LDA–5373

RWY 15: TORA–7498 TODA–8482 ASDA–7498 LDA–7498

RWY 21: TORA–5373 TODA–6357 ASDA–5373 LDA–5373

RWY 33: TORA–7498 TODA–8482 ASDA–7498 LDA–7498

AIRPORT REMARKS —Gliders opr off rwy to SW of arpt by NOTAM. Ngt ops not recommended unless all hazard bcns are opr. Recommend that only pilots familiar with the local area use the arpt during hrs of darkness. Fuel avbl 1600–0100Z‡ ctc 250–638–1564, OT call out charge. Rwy 33 ODALS. Winter maintenance 1600–0500Z‡ OT 2 hours prior notice 250–615–3461, cost recovery. Rwy 03–21 no win maint. Right hand circuits Rwy 33. PAPI Rwy 33 Obstacle Clearance Limit to 2 NM. RVR available Rwy 15 and Rwy 33. Rwy 03 slope 0.73 up. ①Rwy 15, GA 3.0°, Rwy 33, GA 3.5°.

COMMUNICATIONS—(CTAF 122.0) (TIE–IN FSS TERRACE YXT–NOTAM YXT)

RADIO —122.0 **(E)**

VFR ADVISORY SVC —call Terrace Radio on Mandatory Frequency (MF) 3700 MSL within 5 NM.

RADIO AIDS TO NAVIGATION

NDB(MHW) 332 XT N54°22.44′ W128°34.99′ 340° 5.7 NM to Fld./22E.

KITIMAT NDB(HZ) 203 ZKI N54°03.25′ W128°40.21′ 345° 25.1 NM to fld./22E.

ILS/DME 110.1 I–IXT Chan 38 Rwy 33. Lczr reliable only within 10° either side of centerline.

RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

TESLIN YT (CYZW) 0 NW N60°10.38′ W132°44.50′ UTC−8(−7DT) **WHITEHORSE**

YUKON GOV'T 2313 BL4, 9 ① 50(GVL) 08–26 **H–1C**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5036 TODA–5236 ASDA–5036 LDA–5036

RWY 26: TORA–5036 TODA–5236 ASDA–5036 LDA–5036

AIRPORT REMARKS —Ltd win maint. Rwy 08 rgt tfc. ACTIVATE LIRL Rwy 08–26 and rot bcn—122.1. ①Rwy 08, GA 4.0°. Rwy 26, GA 4.0°.

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYZW)

RADIO—122.1 **(V)** Oprs Jun 1–Sep 30 1300–0100Z DT, Oct 1–May 31 1700–0100Z (1600–0000Z DT).

RADIO AIDS TO NAVIGATION

NDB(BH) ZW 269 N60°10.67′ W132°44.20′ At Fld./25E. Unmonitored when Teslin Radio clsd.

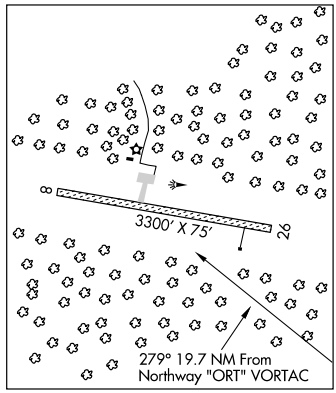
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

TETLIN (3T4) 1S N63°07.50′ W142°31.10′ UTC−9(−8DT) **ANCHORAGE**
1663 BL4 33 (GVL) 08–26 **L–1A, 3E**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. ACTIVATE MIRL Rwy 08–26—CTAF.

COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡ OT CTC FAIRBANKS FAI–NOTAM ORT)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 1–478–6611.



THE DALLES

§ **COLUMBIA GORGE REGIONAL/THE DALLES MUNI** OR (DLS) (KDLS) 2 NE N45°37.11′ W121°10.04′ **SEATTLE**
UTC−8(−7DT) **H–1E**
247 BL4 , 10 ① H51(ASP) 12–30② S–30, D–30, 07–25③ S–30, D–30 **IAP**
SERVICE—S4 **FUEL** —(NC–100LL, A1)

AIRPORT REMARKS —Attended 1600–0100Z‡. Waterfowl on and invof arpt. Rwy 07 slope 0.7% up E. Rwy 12 slope 0.6% up SE. Mountains byd 5000′ apch Rwy 30. Arpt physically located in state of Washington. Prior permission required for overweight landings. ACTIVATE MIRL Rwy 12–30, Rwy 07–25 and REIL Rwy 30—CTAF. ①Rwy 30. ②Rwy 12 thld dsplcd 200′. ③Rwy 07 thld dsplcd 440′. Rwy 25 thld dsplcd 196′.

WEATHER DATA SOURCES—(HIWAS LTJ 112.3).

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS SEATTLE SEA–NOTAM DLS)
RCO —122.65 **(V)** (SEATTLE FSS)
SEATTLE CENTER APP/DEP CON—119.65

RADIO AIDS TO NAVIGATION
KLICKITAT (H)VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 185° 6.4 NM to Fld. 3220/21E. **HIWAS.**
ILS/DME 109.35 I–DLS Chan 30(Y) Rwy 25. LOC unusable byd 33° rgt of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

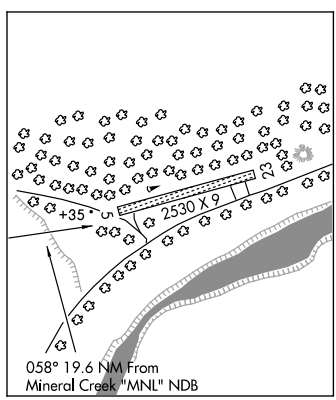
§ **THOMPSON PASS** (K55) 17 E of Valdez N61°10.64′ W145°41.31′ UTC−9(−8DT) **ANCHORAGE**
P 2080 25(TURF–GVL) 05–23

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. P–line E ½ mile in apch path. Hills in apch both rwys at about 1 mi. Uncontrolled vehicular tfc on rwy. Rwy 05–23 rwy sfc is soft after rain, loose gvl and small brush to 6 inches W half of rwy. E half of rwy overgrown with brush to 4′. Rwy rises slightly at each end. Rwy 05 first 300′ soft and rutted. First 1200′ has grass and brush to 1′ and remainder brush to 4′. 9′ usable width along E side of rwy, remainder overgrown with brush to 4′. E half of rwy overgrown with brush to 4′, strip 10′ by 2270′ E side unusable. Rwy sfc is soft after rain, loose gravel and small brush to 6 inches W half of rwy. E half of rwy overgrown with brush to 4′. Usually turbulent wind. Rwy 05–23 cones and thld panels destroyed and/or covered in brush. Rwy suitable only for conventional gear, high wing acft.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM VDZ)
RCO —122.55 (JUNEAU FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

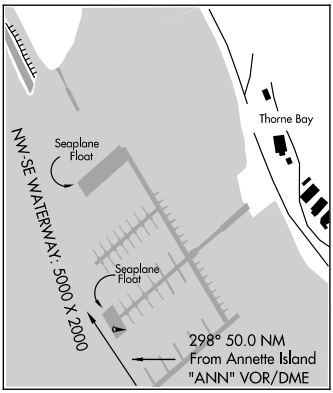


§ **THORNE BAY SEAPLANE** (KTB) 0 NW N55°41.28′ W132°32.20′ UTC−9(−8DT) **KETCHIKAN**
00 –50 NW–SE

SEAPLANE REMARKS —Unattended. Dock. Floating logs in operating area.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.



TIBBETTS (See NAKNEK)

§ **TILLAMOOK** OR (TMK) 3 S N45°25.10′ W123°48.86′ UTC−8(−7DT) **SEATTLE**
P 36 BL4, 10①, 12② H50(ASP) 13–31 S–60, D–75, 2D–125 01–19 S–40, D–46, 2D–67 **H–1E**
FUEL—(NC–100LL, JET A) **IAP**

AIRPORT REMARKS —Attended 1700–0100Z‡. Rwy 13 REIL out of svc indefinitely. Rwy 13 slope 0.4% up SE. Ultralight acft on and invof arpt. Occasional flocks of birds on or near arpt. Rwy 19 rgt tfc. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19—CTAF. PAPI Rwy 13, Rwy 31, Rwy 01 and Rwy 19 opr continuously. ①Rwy 13. ②Rwy 01. TCH 45′. GS 4.0°. Rwy 13 TCH 40′ GS 3.0°. Rwy 19 TCH 40′. GS 3.0°. Rwy 31, TCH 40′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 120.0 503–842–8792)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM TMK)
SEATTLE APP/DEP CON—317.6 124.2

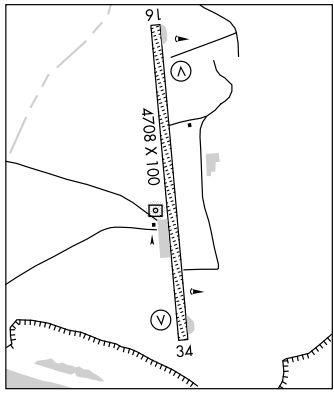
RADIO AIDS TO NAVIGATION
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 256° 35.6 NM to fld. 1440/21E. **HIWAS.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **TIN CITY LRRS** (TNC) (PATC) 1 E N65°33.84′ W167°55.35′ UTC−9(−8DT) **NOME**

AF 271 L*9①, *10② 47(GVL) 16–34 **H–1A, L–4F**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED weekends and holidays. Allmilitary, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9403/9283, C907–552–9403/9283. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907–552–1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Turbulence on approach. Radome winds not always avbl. Daylight operations only. CAUTION: Winds in excess of 20 kts may produce severe turbulence. BE ALERT: Increased threat to acft by the possible presence of large numbers of 'Sandhill Cranes' in the area of the arpt during mid May. These cranes are quite large (3′ long with 6½ windspan) and slow flying. They fly and graze in large flocks. The increased risk is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Tin City arpt. Diligence by all personnel is recommended throughout the season. Field on high bluff. Rwy center higher than both ends no line of sight. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ①Rwy 16 and 34. ②Rwy 16 and 34.



DIAP

WEATHER DATA SOURCES—(AWOS–3 907–552–9283 Ext 229) (WX CAM).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM PATC OT CTC FAIRBANKS FAI)

RADIO —126.2 **(E)**

RCO —122.6 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON—290.4 133.3

RADIO AIDS TO NAVIGATION

NDB (HW/DME) 347 TNC Chan 119(Y) N65°33.72′ W167°55.45′ At Fld./13E.

NDB unusable:

200°–240° byd 20 NM all altitudes
240°–330° byd 10 NM all altitudes.

DME portion unusable:

040°–050° byd 20 NM blw 6,000′
200°–240° byd 20 NM all altitudes
050°–080° byd 9,000′
240°–290° byd 5 NM all altitudes.
080°–090° byd 8,500′
290°–320° byd 10 NM all altitudes
090°–095° byd 20 NM blw 5,500′
320°–340° byd 20 NM all altitudes.
95°–120° byd 20 NM blw 4,400′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. NDB may be shutdown without prior notice, no standby beacon transmitter.

TIN CREEK (See FAREWELL LAKE)

TOFINO BC (CYAZ) 6 SE N49°04.93′ W125°46.34′ UTC−8(−7DT) **H–1E, L–1E**

MOT 80 H50(CON) 16–34①, 11–29 ②, 07–25③

FUEL —(NC–100LL, JET A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4999	TODA–4279	ASDA–4999	LDA–4999
RWY 11:	TORA–4997	TODA–4497	ASDA–4997	LDA–4997
RWY 16:	TORA–5000	TODA–5000	ASDA–5000	LDA–4800
RWY 25:	TORA–4999	TODA–4649	ASDA–4999	LDA–4999
RWY 29:	TORA–4997	TODA–4997	ASDA–4997	LDA–4997
RWY 34:	TORA–5000	TODA–5000	ASDA–5000	LDA–4130

AIRPORT REMARKS —Limited winter maint. For fuel call 250–725–3385 1500–0000Z‡, OT call 250–726–2861, call out charge. 2″ deep depressions located 2100′ and 2250′ from thld 29. ①Rwy 16 thld displaced 200′. Rwy 34 thld displaced 870′. ②Rwy 11 thld displaced 500′. ③Rwy 07 thld displaced 720′. Rwy 25 thld displaced 350′.

COMMUNICATIONS—(CTAF 123.25) (TIE–IN FSS NANAIMO CYCD 1330–0530Z‡–NOTAM CYAZ OT CTC KAMLOOPS CYVR)

RCO —126.7 (V) (Kamloops FSS) (1330–0530Z‡)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

NDB(HW) YAZ 359 N49°02.81′ W125°42.25′ 289° 3.4 NM to Fld./19E.

VHF/DF —ctc NANAIMO FSS.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kamloops FSS dial 1–866–WX–BRIEF. VHF/DF unusable below 7000′ beyond 20 NM 310°–060°.

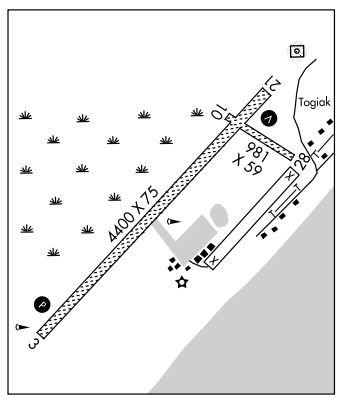
TOGIAK VILLAGE

§ **TOGIAK** (TOG) (PATG) 0 SW N59°03.22′ W160°23.82′ UTC−9(−8DT) **KODIAK**

P 21 BL4, 9 ①, 12② 44(GVL) 03–21, 10–28 **H–2J, L–2J, 3C**

IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 10 and Rwy 28 NSTD markings, rwy edges not marked, thlds marked with damaged and faded panels. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03 and VASI Rwy 21—CTAF. ①Rwy 21. TCH 25′. GS 3.0°. ②Rwy 03, TCH 25′. GA 3.0°.



WEATHER DATA SOURCES —(AWOS–3 119.3 907–493–5326) (WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA–NOTAM TOG)

RCO—122.25 (KENAI FSS)

ANCHORAGE CENTER APP/DEP—282.35 132.75

RADIO AIDS TO NAVIGATION

NDB/DME (HW) 393 TOG Chan 114 N59°03.85′ W160°22.45′ At Fld./15E. DME Channel 114 paired with VHF freq 116.7.

DME unusable:

225°–270° beyond 32 NM below 5700′

271°–359° beyond 32 NM below 6700′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

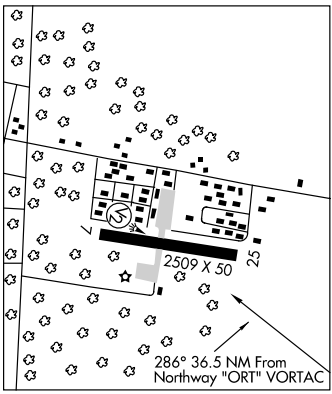
TOK

§ **TOK JUNCTION** (6K8) (PFTO) 1 E N63°19.77′ W142°57.22′ UTC−9(−8DT) **ANCHORAGE**
P 1639 BL4, 9① H25 (ASP) 07–25 **L–1A, 3E**
FUEL —(NC–100LL, JET A) **IAP**

AIRPORT REMARKS Attended Mon–Fri 1700–0300Z‡. Contact 907–883–5191 for Jet A. 100LL self svc avbl 24 hours with credit card. Pre heat and courtesy phone avbl. Recommend visual inspection prior to landing; rwy plowed in winter. Ski strip parallel to Rwy 07–25, south side, in winter. Rwy 07–25 NSTD markings, numbers painted before rwy thlds, thlds marked with cones and lgts. ACTIVATE MIRL Rwy 07–25—CTAF. ①Rwy 07, PVASI TCH 40′ GA 3.0°.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)
TOK RCO—122.4 (NORTHWAY FSS)
SUAIS—125.3 (1–800–758–8723).
ANCHORAGE CENTER APP/DEP CON—323.0 126.55

RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TOK 2 (8AK9) 2 S N63°18.00′ W143°01.40′ UTC−9(−8DT) **ANCHORAGE**
PVT 1630 20(GVL) 10–28

AIRPORT REMARKS —Unattended. Approach to Rwy 28 overflys abandoned arpt. Grass on rwy.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡ OT CTC FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723).

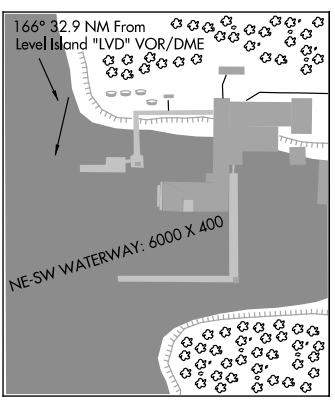
RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **TOKEEN SEAPLANE** (57A) 0 W N55°56.23′ W133°19.60′ UTC−9(−8DT) **KETCHIKAN**
00 –60 NE–SW

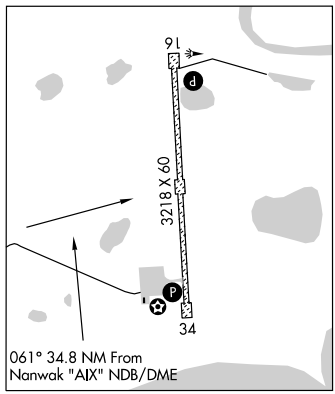
SEAPLANE REMARKS —Unattended. Boats active in harbor vicinity, acft use beach. Floats avbl. Watch for pilings. Tires on float. Kelp bed SE of float.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



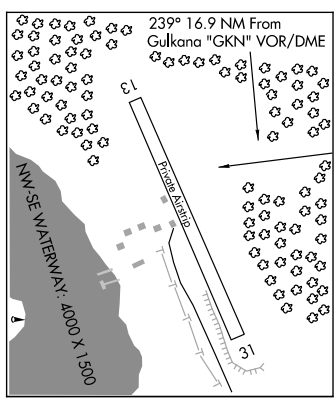
§ **TOKSOOK BAY** (0OK) (PAOO) 1 NE N60°32.47′ W165°05.23′ UTC−9(−8DT) **BETHEL**
P 59 B4, 10, 12① 32(GVL) 16–34 **L–3B**
AIRPORT REMARKS —Unattended. Be Alert: Rwy condition not monitored, recommend visual inspection prior to using. Arpt subject to random and turbulent winds. Several heaves, pot holes and ruts along entire length of rwy. Rwy 34 safety area soft and rutted. Rwy 16 safety area slopes down to the north. Large dips along western edge of rwy. Wind indicator unreliable. Wind indicator lgts OTS indef. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34 and rotating bcn—CTAF. ①Rwy 34, TCH 26′, GA 3.0°. Rwy 16, GA 4.0°.
WEATHER DATA SOURCES—(ASOS 119.275 907–427–7004) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM 0OK)
KIPNUK RCO —122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



TOLEDO

§ **ED CARLSON MEMORIAL FLD–SOUTH LEWIS CO** WA (TDO) (KTDO) 3 N N46°28.63′ W122°48.39′ **SEATTLE**
UTC–8(–7DT) **H–1D, 1E**
P 374 BL4, 9①, 12② H45(ASP) 05–23 S–25
SERVICE—S4 **FUEL**—(100LL)
AIRPORT REMARKS —Unattended. 24 hr credit card fuel facility. Parachute Jumping. Radio controlled acft adjacent Rwy 05–23 400′ and blo. Distance to go markers south side of rwy. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23—CTAF. SAVASI Rwy 05 and PAPI Rwy 23 opr 24 hrs. ①Rwy 05, TCH 40′ GA 3.0°. ②Rwy 23, TCH 40′ GA 3.0°.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SEATTLE SEA–NOTAM TDO)
SEATTLE CENTER APP/DEP CON—317.6 124.2
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **TOLSONA LAKE SEAPLANE** (58A) 0 N N62°06.80′ W146°02.46′ UTC−9(−8DT) **ANCHORAGE**
2000 –40 NW–SE
SERVICE —S4
SEAPLANE REMARKS —Unattended. Airstrip on east side of lake is private.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

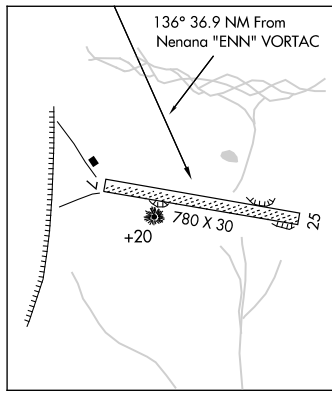


§ **TOTATLANIKA RIVER** (9AK) 2 SW N64°01.54′ W148°31.34′ UTC−9(−8DT) **FAIRBANKS**
2717 8(GVL) 07–25

AIRPORT REMARKS —Unattended. Rwy located on top of hill. Rwy rises and falls as much as 50′. Rwy slopes downhill from W to E. Land on Rwy 25, depart Rwy 07. Rwy 07–25 rough rock surface, rock to 4″. Brush growth on east end. Severe turbulence in all winds.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TRAPPER CREEK/TALKEETNA

ERA CHULITNA RIVER HELIPORT (61AK) 19 N N62°34.05′ W150°14.15′ UTC−9(−8DT) **ANCHORAGE**
PVT 960 20X20(TURF) H1, H2

HELIPORT REMARKS —Attended May–Sep 1700–0500Z‡.

COMMUNICATIONS—(TIE–IN FSS KENAI ENA)

RADIO/NAV/WEATHER REMARKS — For a toll free call to Kenai FSS dial 1–866–864–1737.

TRIDENT BASIN SEAPLANE (See KODIAK)

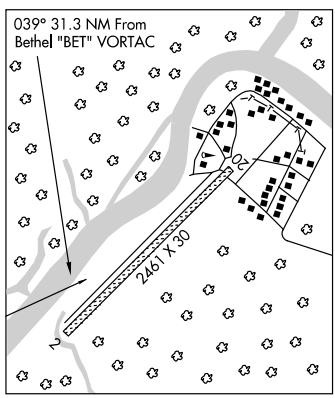
§ **TULUKSAK** (TLT) 0 SSW N61°05.81′ W160°58.17′ UTC−9(−8DT) **McGRATH**
P 30 24(GVL–EARTH) 02–20

AIRPORT REMARKS —Unattended. Night operations prohibited, except rotary wing acft. Rwy condition not monitored, recommend visual inspection prior to use. Uneven surface with ruts, heaves and rocks up to 5 inch diameter. Rwy 02–20 orange cones mark rwy edges, thld marked with damaged plastic markers and orange cones. Windsock located near trees may be unreliable. Road crosses approach end Rwy 20, 150′ from Rwy 20 thld. P-line on apch to Rwy 20–30′ high 900′ from thld. Portable rwy lights avbl for emergency use only. Ctc health clinic.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **TUNTUTULIAK** (A61) 1 NE N60°20.12′ W162°40.02′ UTC−9(−8DT) **BETHEL**

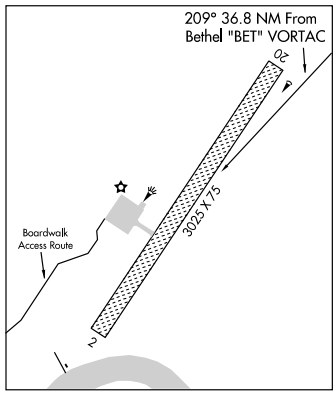
P 16 BL4 30(GVL) 02–20 **L–3C**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02–20 marked with cones and reflective thld panels. ACTIVATE MIRL Rwy 02–20—122.7.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **TUNTUTULIAK SEAPLANE** (Z2Ø) 0 E N60°20.49′ W162°39.94′ UTC−9(−8DT) **BETHEL**

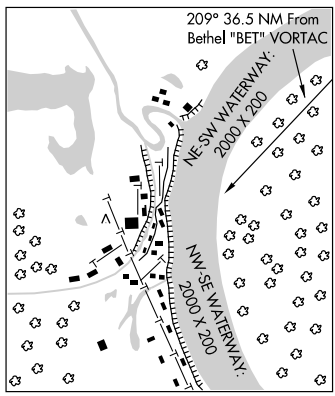
15 −20 NE–SW NW–SE

SEAPLANE REMARKS —Unattended. No dock or facilities, beaching area on bank of river adjacent to village. Windsock unreliable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



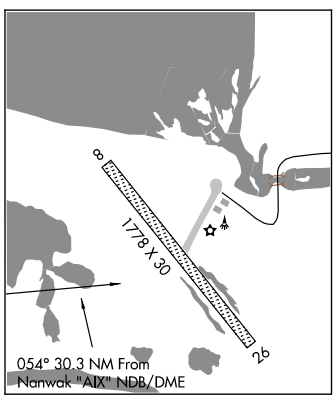
§ **TUNUNAK** (4KA) 1 SW N60°34.53′ W165°16.30′ UTC−9(−8DT) **BETHEL**

P 14 BL4 18(GVL) 08–26

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. Sfc has dips, soft spots, rocks 4–8 inches length of rwy. Rwy 08–26 sfc has heaves, soft spots and small puddles length of rwy. Windsock lgts OTS indef. Rwy 08 and Rwy 26 NSTD markings, thld marked with reflective panels and orange cones. ACTIVATE MIRL Rwy 08–26—CTAF.

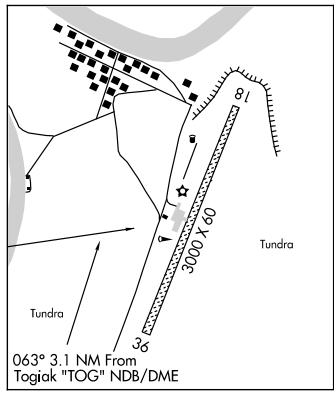
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MYU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **TWIN HILLS** (A63) 0 E N59°04.47′ W160°16.50′ UTC−9(−8DT) **KODIAK**
P 82 BL4 30(GVL) 18–36 **L–2J, 3C**

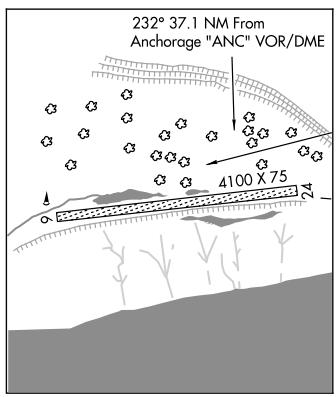
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to use. Bluff at N end may cause some turbulence when landing to the S. Rwy 18–36 slopes up to N end 2%. Rwy 18 and Rwy 36 thlds marked with faded and damaged panels. Rwy 18 rgt tfc. ACTIVATE MIRL Rwy 18–36—CTAF.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA—NOTAM TOG)
TOGIAK RCO —122.25 (KENAI FSS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TYONEK

NIKOLAI CREEK (9AK3) 10 SW N61°00.83′ W151°26.94′ UTC−9(−8DT) **ANCHORAGE**
PVT 30 41(GVL) 06–24 **H–1B, 2K, L–1A, 3D, 4F**

AIRPORT REMARKS —Unattended.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TYONEK (TYE) 1 NE N61°04.60′ W151°08.28′ UTC−9(−8DT) **ANCHORAGE**
PVT 110 L*4 30 (GVL) 18–36 **L–1A, 3D, 4F**

AIRPORT REMARKS —Attended continuously. Vehicle traffic on and invof rwy. Severe turbulence when wind from E. Village charges ldg and tie–down fees. For LIRL call 907–583–2201. Rwy 36 rgt tfc.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.7) (UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call to Kenai FSS dial 1–866–864–1737.

UGASHIK BAY (See PILOT POINT)

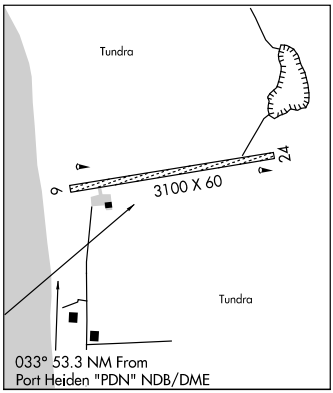
§ **UGASHIK** (9A8) 1 N N57°31.41′ W157°23.76′ UTC−9(−8DT) **KODIAK**
P 25 31(GVL) 06–24 **L–2J, 3C**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Brush along both sides of rwy and near rwy thlds. Rwy 06–24 marked with reflective cones and thld panels. Several cones faded and or damaged. Rwy soft when wet, water pond mid-field 3′ by 5′ by 3″ deep.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PTH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



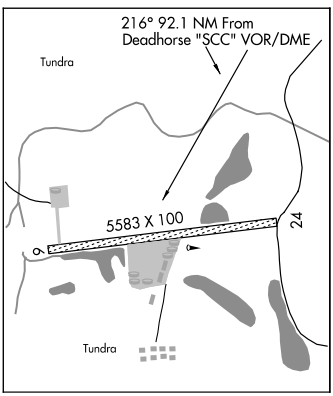
UGNU–KUPARUK (See KUPARUK)

§ **UMIAT** (UMT) (PAUM) 0 N N69°22.27′ W152°08.10′ UTC−9(−8DT) **POINT BARROW**
P 267 56(GVL) 06–24 **H–1A, L–4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. No winter maintenance or snow removal. Bear and birds on and invof rwy. Mountain ridges N & S. Rwy 06–24 grass and weeds growing on rwy sfc with ruts up to 4″. Rwy soft when wet. Ramp area sfc rough, standing water and soft when wet. Rwy 24, 7′ brush 85′ fm thld.

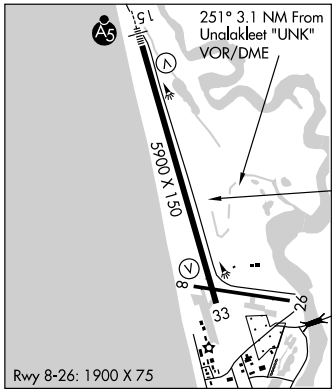
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM UMT)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



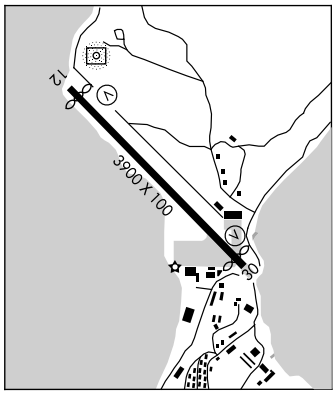
§ **UNALAKLEET** (UNK) (PAUN) 1 N N63°53.31′ W160°47.95′ UTC−9(−8DT) **McGRATH**
P 27 BL4, 5, 6, 9 ①, 10 ② 59(ASPH–GRVD) 15–33, 08–26 **H–1A, H–2J, L–3C**
FUEL —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1700–0100Z‡. Unlighted twr (100′ AGL). 4 NM north AER 15. No snow removal or deicing 0100–1700Z‡. Rwy condition not monitored, recommend visual inspection prior to landing. Airframe and power plant repairs avbl on an emerg basis only. Rwy 26 slope 0.4% up NW. Rwy 15 rgt tfc. Fuel avbl 1800–0200Z‡, after hrs call 624–3330. ACTIVATE HIRL Rwy 15–33 and MIRL Rwy 08–26, MALSR Rwy 15, and REIL Rwy 33—CTAF. VASI Rwy 15 and Rwy 33 opr 24 hrs. ①Rwy 15, TCH 39′. GS 3.0°. Rwy 33, TCH 48′. GS 3.0°. ② Rwy 33.



WEATHER DATA SOURCES —(AWOS–3 132.25 907–624–3051) (WX CAM).
COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM UNK OT CTC FAIRBANKS FAI)
RCO —122.3 **(V)** (NOME FSS)
ANCHORAGE CENTER APP/DEP CON —335.5 135.7
AIRSPACE: CLASS E svc Mon–Fri 1500–2230Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
(H)VOR/DME 116.9 UNK Chan 116 N63°53.52′ W160°41.06′ 251° 3.1 NM to Fld.430/15E.
NORTH RIVER NDB(HW) 382 JNR N63°54.46′ W160°48.72′ 149° 1.2 NM to Fld./15E.
VHF/DF contact NOME FSS. Lctd at N63°53.14′ W160°47.53′.
ILS/DME 111.3 I–UNK Chan 50 Rwy 15. Lczr only.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **UNALASKA** (DUT) (PADU) 1 N N53°54.01′ W166°32.61′ UTC−9(−8DT) **DUTCH HARBOR**
P 22 BL4, 9①, 10 H39(ASP–GRVD) 12–30② **L–2J**
FUEL —(NC–100LL, JET A) **IAP**



AIRPORT REMARKS —Attended 1700–0130Z‡. Class I, ARFF Index A. Arpt maint duty hrs 1700–0130Z‡ Mon thru Fri. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager P.O. Box 920525, Dutch Harbor, AK 99692. Arpt hazard reporting only performed during maintenance duty hrs and for air carrier ops over 30 passenger seats. Snow removal and ice removal only performed during duty hrs unless by prior arrangement in writing with arpt management. ARFF equipment staffed during periods of large air carrier ops. Tfc pattern around mountain. Tfc pattern alt 2100′. Tran acft must park on Ramp B. Fuel avbl 1700–0200Z‡ OT call out fee—AVGAS only. Rwy 30 rgt tfc. Arpt area subject to moderate to extreme concentrations of birds. Do not perform locked wheel turns on Rwy 12–30. Personnel and equipment may be working on the rwy at any time. Jet blast area AER 30 clsd to taxiing acft exc when road vehicle and pedestrian tfc is controlled by operators representative. Clockwise turn requested. Rwy 30 VASI skewed 5° south of rwy heading. For MIRL Rwy 12–30, REIL Rwys 12 and 30, stop light for vehicle tfc crossing Rwy 30 thld, key 122.6 7 times for on, 3 times for stop lgt and REIL off. VASI Rwy 12 and Rwy 30 opr continuously. Stop lgt for vehicle tfc crossing Rwy 30 thld must be activated and deactivated for each acft operation over thld. For seaplane gate opr key 122.8—7 times to open 3 times to close, gate closes automatically after 5 minutes. ①Rwy 30, TCH 25′. GS 3.0°. Rwy 12, TCH 34′. GS 3.0°. ②Rwy 12 thld dsplcd 100′. Rwy 30 thld displaced 100′.

WEATHER DATA SOURCES —(AWOS–3 125.8 907–581–2803) (WX CAM).

COMMUNICATIONS—(CTAF 122.6) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM DUT OT CTC KENAI ENA)

RCO —122.6 (COLD BAY FSS) (1700–0300Z‡ OT ctc Kenai FSS.)

ANCHORAGE CENTER APP/DEP CON —121.4

RADIO AIDS TO NAVIGATION

DUTCH HARBOR NDB (HW/DME) 283 DUT Chan 86 N53°54.31′ W166°32.95′ At Fld.284/14E.
DME portion unusable:
015°–085° byd 3 NM blw 9,000′ 085°–322° byd 13 NM blw 9,000′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx information avbl on 129.5 (call sign Dutch WX) or phone 907–581–1256 1545–0345Z‡.

UPPER HANNUM CREEK (See HANNUM)

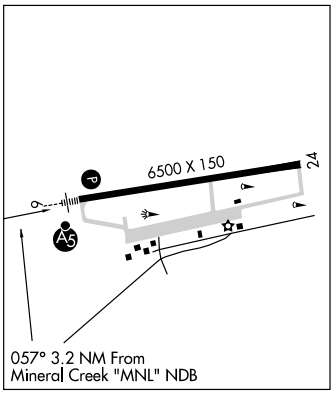
UPPER WASILLA LAKE (See WASILLA)

UTOPIA CREEK (See INDIAN MOUNTAIN LRRS)

UTOPIA CREEK N65°59.70′ W153°41.67′ **FAIRBANKS**
NDB(HW) 272 UTO At Indian Mountain AFS./21E. **L–4I**
NDB unusable:
210°–240° and all alts and distances. 340°–355° all alts and distances.
May be shutdown with out prior notice, no standby beacon transmitter.

§ **VALDEZ PIONEER FIELD** (VDZ) (PAVD) 3 E N61°08.05′ W146°14.69′ (LRA) UTC−9(−8DT) **ANCHORAGE**
P 121 BL 5, 6, 10①, 12 ② 65(ASP–GRVD) 06–24 S–75, D–200, 2D–300 **H–1B, L–1A, 3E, 4H**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended May–Sep 1700–0330Z‡, Oct–Apr 1400–0330Z‡. Fuel avbl PPR call 907–835–2595. Be alert—during strong northerly winds the winds at midfield and at the east end of the rwy may be significantly higher than the winds detected at the AWOS site. Class I, ARFF Index A. CLOSED to air carrier operations with more than 30 passenger seats except with PPR in writing to Arpt Manager, PO Box 507 Valdez, AK 99686, 24 hrs in advance, FAX 907–835–5849. Arpt maint duty hrs 1500–0300Z‡ winter, 1630–0300Z‡ summer. Snow and ice removal only performed during duty hrs unless by prior arrangement in writing with arpt management. Rwy 06 slope 1.1% up E. Rwy 06 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Be alert: See Special Notices—PORT VALDEZ AREA and General Notices—THOMPSON PASS AVALANCE CONTROL. ACTIVATE HIRL Rwy 06–24, MALSR and PAPI Rwy 06 and REIL Rwy 24—CTAF. ①Rwy 24. ②Rwy 06, TCH 29′. GS 3.0°.



WEATHER DATA SOURCES —(AWOS–3 118.8 907–835–5578) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM VDZ)
RCO —122.2 **(V)** (JUNEAU FSS)
ANCHORAGE CENTER APP/DEP CON —269.4 119.3
RADIO AIDS TO NAVIGATION
MINERAL CREEK NDB(MHW) 524 MNL N61°07.45′ W146°21.13′ 057° 3.2 NM to fld.16/22E.
NDB unusable:
320°–010° byd 15 NM.
LDA/DME 109.5 I–VDZ Chan 32. LOC and DME unusable byd 25° rgt of crs all distances and altitudes.
LOC and DME unusable byd 10° left of crs all distances and altitudes.
LOC and DME unusable:
byd 11.2 NM blw 4,635′.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **ROBE LAKE SEAPLANE** (L93) 6 W N61°05.23′ W146°08.64′ UTC−9(−8DT) **ANCHORAGE**
39 –40 E–W N–S
SEAPLANE REMARKS—Unattended. Be alert, steel beams on dock.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS JUNEAU–NOTAM VDZ)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

VALLEY FLYING CROWN (See WASILLA)

VALLEY HOSPITAL–PALMER HELIPORT (See PALMER)

®VANCOUVER CENTER—**350.7** 350.7 **245.0** 245.0 **134.8** 134.8 **134.4** **133.7** 133.7 **125.95** 125.95
Kains Mountain—**133.775** 133.775
Kamloops— **236.0** 236.0 **135.5** **134.4** 134.4 133.5 132.35
Port Hardy—**266.3** 266.3 **134.6** 132.2
Prince Rupert—**284.0** 284.0 **128.0** 128.0
Puntzi—**135.05** 135.05
Sandspit—**227.2** 227.2 **133.4** 133.4
Terrace—**269.1** 269.1 **128.4** 128.4
Tofino—**254.9** 254.9 **132.9** 132.9

VANCOUVER

VANCOUVER INTL BC (CYVR) 0 SW N49°11.68′ W123°11.04′ (AOE) UTC−8(−7DT) **H–1D, 1E, L–1D, 1E**
MOT 14 BL4, 5, 6, 7, 9 ①, 10②, 11, 12③ H115(ASP) 08R–26L④, 08L–26R, 12–30
JASU —(CAN–A)
FUEL —NC–100LL, A, A1, PRESAIR, De–Ice) LHOX

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	08R–26L	5150
RWY 26L	12–30	5430

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L: TORA–9940 TODA–10940 ASDA–9940 LDA–9940
RWY 08R: TORA–11500 TODA–12500 ASDA–11500 LDA–11000
RWY 12: TORA–7300 TODA–8300 ASDA–7300 LDA–7300
RWY 26L: TORA–11500 TODA–12500 ASDA–11500 LDA–11500
RWY 26R: TORA–9940 TODA–10940 ASDA–9940 LDA–9940
RWY 30: TORA–7300 TODA–8300 ASDA–7300 LDA–7300

AIRPORT REMARKS — Migratory birds in vicinity of arpt from approximately Oct–Apr. Frequent VFR float acft activity on river south side of arpt. ARFF svc avbl. Rwy 12 departures not authorized for B777–300/A340–600 and larger. Rwy 08L arrivals, reverse turns to exit rwy not authorized. Rwy 30 arrivals not authorized for B777–300/A340–600 and larger. Turbo–jets equipped with reverse thrust plan to exit Twy M3 or beyond. Rwy 08R arrivals, acft exiting onto Twy D1, turn north on Twy E and hold short of Twy D. Do not stop in rwy area. Rwy 26R arrivals, reverse turns not authorized for turbo–jets. Turbo–prop authorized daytime hours only with prior approval. Turbo–jets equipped with reverse thrust plan to exit Twy M4 or beyond. Acft rolling long, planning to use Twy H, see Standard Taxi Arrival Procedures CFS. Rwy 26L arrivals, turns onto Rwy 30 NOT AUTHORIZED without clearance. Acft exiting onto Twy H, hold short of Twy D. Do not stop in rwy area. Rwy 08R departures, when entering Rwy 08R from Twy L, ensure acft wheels remain within confines of twy edge. Pavement beyond twy is non load bearing. Uncontrolled twys: Twy C (south of Twy F), Twy F, Twy J (between Twy L and Twy K), Twy Q, Twy W, Twy Y, and Twy Z. Uncontrolled vehicle crossings: Twy J, Twy JA, Twy JB, Twy JC, Twy K, Twy R, Twy V, Twy P, Twy S, and Twy T. Twy A (east of Twy E), Twy B and Twy H south of Rwy 08R–26L: Restricted to B767/A300 or smaller. Twy A2 max weight 50,000 lbs. Twy C (south of Twy F): Restricted to B737/A321 acft or smaller. Twy C (north of Twy F), Twy G and Twy S: Restricted to B767/A300 or smaller. Twy D (eastbound) no left turns onto Twy H by A321/B737–900 and larger. Twy D (westbound) no left turns onto Twy H. Twy D2 max weight 100,000 lbs. Twy D and Twy D5 restricted from simultaneous use by acft larger than B767/A300. Twy F west of Twy C restricted to B767/A300 acft and smaller. East of Twy C, restricted to B737 acft and smaller. Twy H (southbound, right hand turns) Twy H4, Twy L, Twy D and Twy A prohibited. Twy H (northbound, right hand turns), Twy D prohibited. Twy L prohibited for B767/A300 and larger. Twy J no left turns onto Twy L by acft larger than B767/A300. Twy L entry and exit at Apron VI restricted to B767/A300 and smaller. No right turns onto Twy V. Twy M4 no left turns onto Twy M for A340–600/B777–300 and larger. Twy M1–Twy M6 (rapid exit): design speed in wet conditions is 50 kts (90 kph). Twy V no left turns onto Twy L. Wide Body Acft: A380/B747–8/AN124 avbl twys: Twy D, Twy D5, Twy J (north of Twy JB), Twy JA, Twy K (west of Twy R), Twy L (west of Rwy 12–30), Twy M, Twy M5, Twy M6, Twy M9, Twy M10, Twy P, Twy R, and Twy V. A340–600/B777–300 avbl twys: Twy D, Twy D5, Twy E (south of Rwy 08R–26L), Twy H (north of Rwy 08R–26L), Twy J, Twy JA, Twy JB, Twy JC, Twy K, Twy L, Twy M, Twy M4, Twy M5, Twy M6, Twy M7, Twy M8, Twy M9, Twy M10, Twy P, Twy T, Twy R, and Twy V. Helicopter: Day VFR via arr/depo area A, B, and C. Night arr/dep via areas B and C. Acft pushing back from gates 37 thru 40 ctc 127.15 (North). For water aerodrome info refer to Water Aerodrome Supplement. Landing fee. Customs avbl ctc 888–226–7277. Rwys 08R and 12 rgt tfc. RVR available Rwy 08L, Rwy 08R, Rwy 26L, and Rwy 26R. ①Rwy 12. GS 3.0°; Rwy 26L. GS 3.0. ②Rwy 08L, Rwy 26R, Rwy 08R, Rwy 12, Rwy 26L. ③Rwy 08L, Rwy 26R, Rwy 30, Rwy 26L. ④Rwy 08R thld dsplcd 500′.

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COMMUNICATIONS—(UNICOM 122.8) (ATIS 124.6 124.75 1–877–517–2847)

RCO —123.15 **(E)** (PACIFIC FSS)

Ⓡ **APP CON** —352.7 134.225 133.1 (Inner) 128.6 128.17 (Outer)

DEP CON —363.8 126.125 (North) 132.3 (South)

TOWER —236.6 226.5 125.65 124.0 (VFR) 119.55 (North) 118.7 (South) **(E)** **GND CON** —275.8 127.15 (North) 121.7 (South)

CLNC DEL —121.4

VFR ADVISORY SVC —125.2

INTERNATIONAL A/G FREQS —127.3

RADIO AIDS TO NAVIGATION

(H)VORW/DME 115.9 YVR Chan 106 N49°04.64′ W123°08.95′ 328° 7.2 NM to Fld./21E.

NDB(MHW) 266 VR N49°10.37′ W123°03.43′ 266° 5.2 NM to Fld./19E.

SEA ISLAND NDB(MHW) ZVR 368 N49°11.48′ W123°13.18′ 063° 1.4 NM to Fld./19E.

ILS/DME 110.7 I–IFZ Chan 44 Rwy 26L.

ILS/DME 109.5 I–IVR Chan 32 Rwy 08R.

ILS/DME 111.1 I–IMK Chan 48 Rwy 12.

ILS/DME 110.55 I–ITL Chan 42(Y) Rwy 08L.

ILS/DME 111.95 I–IRD Chan 56(Y) Rwy 26R.

RADIO/NAV/WEATHER REMARKS —LC to Vancouver FSS dial 604–775–9505.

VANCOUVER INTL SEAPLANE (CAM9) N49°11.70′ W123°10.92′ (AOE) UTC−8(−7DT) **H–1D, 1E, L–1D, 1E**

MOT 00 –60

SEAPLANE REMARKS —Low level overflights of helicopter arrival/departure adj land aerodrome. Rough water associated with strong E or W winds, 1–3′ swells. Tidal range 14′, shallow water close to shores. Customs avbl ctc 888–226–7277.

COMMUNICATIONS—(ATIS 124.6 124.75 1–877–517–2847)

RCO 123.15 (E) (PACIFIC FSS)

TOWER 236.6 226.5 125.65 124.0 Outer 119.55 (North) 118.7 (South)

CLNC DEL—121.4

RADIO/NAV/WEATHER REMARKS —LC to Vancouver FSS dial 604–775–9505.

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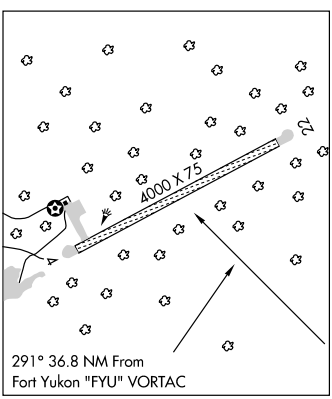
§ **VENETIE** (VEE) (PAVE) 1 E N67°00.52′ W146°21.98′ UTC−9(−8DT) **FAIRBANKS**
574 BL4, 40(GVL) 04–22 **H–1B, L–4J**
IAP

AIRPORT REMARKS —Unattended. Maint in winter variable. Rwy 04–22 sfc slippery when wet, sfc uneven and sparsely graveled. Rwy 04 road transits rwy approximately 300′ from thld. PPR before landing phone 907–849–8165. Construction equipment and persons operating on and in vcnty of rwy. ACTIVATE MIRL Rwy 04–22 and rot bcn—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

ANCHORAGE CENTER APP/DEP —284.7 135.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



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COMMUNICATIONS—(UNICOM 122.8) (ATIS 124.6 124.75 1–877–517–2847)

RCO —123.15 **(E)** (PACIFIC FSS)

Ⓡ **APP CON** —352.7 134.225 133.1 (Inner) 128.6 128.17 (Outer)

DEP CON —363.8 126.125 (North) 132.3 (South)

TOWER —236.6 226.5 125.65 124.0 (VFR) 119.55 (North) 118.7 (South) **(E)** **GND CON** —275.8 127.15 (North) 121.7 (South)

CLNC DEL —121.4

VFR ADVISORY SVC —125.2

INTERNATIONAL A/G FREQS —127.3

RADIO AIDS TO NAVIGATION

(H)VORW/DME 115.9 YVR Chan 106 N49°04.64′ W123°08.95′ 328° 7.2 NM to Fld./21E.

NDB(MHW) 266 VR N49°10.37′ W123°03.43′ 266° 5.2 NM to Fld./19E.

SEA ISLAND NDB(MHW) ZVR 368 N49°11.48′ W123°13.18′ 063° 1.4 NM to Fld./19E.

ILS/DME 110.7 I–IFZ Chan 44 Rwy 26L.

ILS/DME 109.5 I–IVR Chan 32 Rwy 08R.

ILS/DME 111.1 I–IMK Chan 48 Rwy 12.

ILS/DME 110.55 I–ITL Chan 42(Y) Rwy 08L.

ILS/DME 111.95 I–IRD Chan 56(Y) Rwy 26R.

RADIO/NAV/WEATHER REMARKS —LC to Vancouver FSS dial 604–775–9505.

VANCOUVER INTL SEAPLANE (CAM9) N49°11.70′ W123°10.92′ (AOE) UTC−8(−7DT) **H–1D, 1E, L–1D, 1E**

MOT 00 –60

SEAPLANE REMARKS —Low level overflights of helicopter arrival/departure adj land aerodrome. Rough water associated with strong E or W winds, 1–3′ swells. Tidal range 14′, shallow water close to shores. Customs avbl ctc 888–226–7277.

COMMUNICATIONS—(ATIS 124.6 124.75 1–877–517–2847)

RCO 123.15 (E) (PACIFIC FSS)

TOWER 236.6 226.5 125.65 124.0 Outer 119.55 (North) 118.7 (South)

CLNC DEL—121.4

RADIO/NAV/WEATHER REMARKS —LC to Vancouver FSS dial 604–775–9505.

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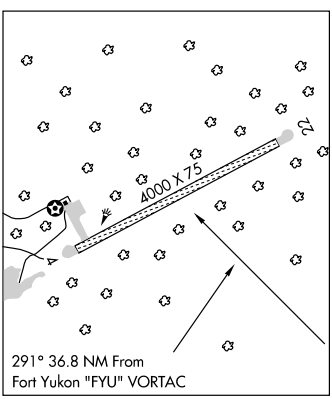
§ **VENETIE** (VEE) (PAVE) 1 E N67°00.52′ W146°21.98′ UTC−9(−8DT) **FAIRBANKS**
574 BL4, 40(GVL) 04–22 **H–1B, L–4J**
IAP

AIRPORT REMARKS —Unattended. Maint in winter variable. Rwy 04–22 sfc slippery when wet, sfc uneven and sparsely graveled. Rwy 04 road transits rwy approximately 300′ from thld. PPR before landing phone 907–849–8165. Construction equipment and persons operating on and in vcnty of rwy. ACTIVATE MIRL Rwy 04–22 and rot bcn—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

ANCHORAGE CENTER APP/DEP —284.7 135.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



VICTORIA

VICTORIA INTL BC (CYYJ) 12 NNW N48°38.83′ W123°25.54′ (AOE) UTC−8(−7DT) **SEATTLE**
MOT 64 BL4, 5, 6, 7, 9 ①, 10 H70(ASP) 09–27, 02–20 ②, 13–31 **H–1D, 1E, L–1D, 1E**
FUEL — (NC–80, 100, B, B +) LHOX

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	02–20	3170
RWY 27	02–20	3045
RWY 27	13–31	4460
RWY 31	09–27	3380

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–5027	TODA–6011	ASDA–5027	LDA–3606
RWY 09:	TORA–6998	TODA–7982	ASDA–6998	LDA–6998
RWY 13:	TORA–5001	TODA–5329	ASDA–5001	LDA–4574
RWY 20:	TORA–5027	TODA–5381	ASDA–5027	LDA–5027
RWY 27:	TORA–6998	TODA–7982	ASDA–6998	LDA–6998
RWY 31:	TORA–5001	TODA–5703	ASDA–5001	LDA–5001

AIRPORT REMARKS —Proximity of mountain requires caution at night or in poor visibility. ARFF svc avbl. Rwys 20 and 31 rgt tfc. Customs avbl ctc 888–226–7277. IFR training flights PPR ctc 604–775–9674. Imperial Oil provides DND contract fuel. ARFF 1330–0830Z‡. Non-standard dashed yellow taxiway lines from taxiway 'p' to Rwy 09–27 for use by wide bodied acft. All others use standard centerline markings. Rwy 02–20 restricted to max 65,000 lbs. for tkf and ldg. No weight restriction for taxiing acft Rwy 02–20 south of Rwy 13. Helicopter training areas avbl 1600–0400Z‡ (DT 1500–0300Z‡) daily and are active when broadcast on ATIS. PPR only. Not above 500 AGL unless advised by ATC. Arpt lgts opr 1400–0800Z‡, 0800–1400Z‡. ACTIVATE—119.7. VASI Rwy 09 avbl on low rwy lgt setting only. VASI Rwy 13 and Rwy 31 avbl on all rwy lgt settings. Rwy 27 apch lgts non–std 1900′. RVR available Rwy 09 and Rwy 27. ①Rwy 08. GS 3.0°. Rwy 13. GS 3.0°. Rwy 31. GS 3.0°. ②Rwy 02 thld displaced 1421′.

COMMUNICATIONS—(ATIS 118.8 1400–0800Z‡) (TIE-IN FSS KAMLOOPS CYVR–NOTAM CYYJ)
RCO— 122.375 (PACIFIC FSS)
VICTORIA TRML APP—125.95 120.8 **DEP CON**—133.85
TOWER—239.6 119.1 **(E)** (1400–0800Z‡) **GND CON** —361.4 121.9 **CLNC DEL**—126.4 (1400–0800Z‡)

RADIO AIDS TO NAVIGATION
VORW/DME 113.7 YYJ Chan 84 N48°43.62′ W123°29.07′ 133° 5.3 NM to Fld./21E.
NDB(H) 200 YJ N48°38.65′ W123°23.97′ 261° 1.1 NM to fld./19E. Unmonitored when twr clsd.
ACTIVE PASS NDB(MHW) 378 AP N48°52.43′ W123°17.40′ 183° 14.6 NM to Fld. 1985/19E.
MILL BAY NDB(MHZ) 293 MB N48°40.26′ W123°32.21′ 089° 4.6 NM to Fld./19E. Unmonitored when twr clsd.
VHF/DF
ILS/DME 108.7 I–IKH Chan 24 Rwy 09. Mountainous terrain NW and SW quadrants.
ILS/DME 108.7 I–IYJ Chan 24 Rwy 27.

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kamloops FSS dial 1–866–WX–BRIEF.

VICTORIA SEAPLANE (CAP5) 12 NNW N48°38.82′ W123°25.55′ (AOE) UTC−8(−7DT) **SEATTLE**
MOT 00 –237 **FUEL** —(NC–80, 100)
SEAPLANE REMARKS —2 Ramps. Customs avbl ctc 888–226–7277.
COMMUNICATIONS—(ATIS 118.8 1400–0800Z‡) (TIE–IN FSS KAMLOOPS CYVR–NOTAM CYYJ)
VICTORIA TRML APP—129.5 308.4 **DEP CON**—133.85 308.4
TOWER—239.6 119.7 119.1 **(E)** (1400–0800Z‡) **GND CON**—361.4 121.9 **CLNC**—126.4 (1700–0100Z‡)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kamloops FSS dial 1–866–WX–BRIEF.

VISNAW LAKE SEAPLANE (See WASILLA)

VOR LAKE WATERLANE SEAPLANE (See BETTLES)

§ **WAINWRIGHT** (AWI) (PAWI) 1 SE N70°38.28′ W159°59.69′ UTC−9(−8DT) **CAPE LISBURNE**
P 41 BL4, 10①, 12② 45(GVL) 05–23 **H–1A, L–4I**
IAP

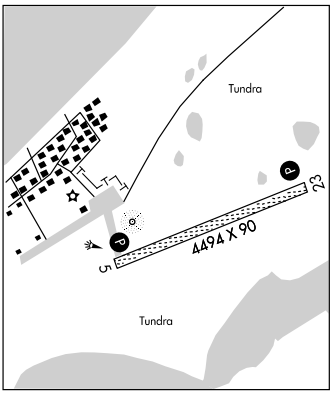
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 05–23 shallow ruts entire length of rwy. Twr 40′ AGL 500′N of rwy. Birds on and in vicinity of airport. Rwy 05–23 ruts and puddles entire length of rwy. Soft sfc on ramp and twy, prone to rutting and ponding. Rwy 23 extended centerline marked with orange 50 gal steel drums. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23—122.8. ①Rwy 05 and Rwy 23 ②Rwy 05, TCH 31′. GS 3.0°. Rwy 23, TCH 30′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 132.25 907–763–8881)

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM AWI)
RCO —122.5 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON—239.25 135.3

RADIO AIDS TO NAVIGATION
WAINWRIGHT VILLAGE NDB (HW) 338 UKK N70°38.26′ W160°00.57′ at Fld./17E. VFR only.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS dial 1–800–779–7709.



§ **WAINWRIGHT AS** (AKØ3) (PAWT) (Wainwright) 0 N N70°36.80′ W159°51.62′ UTC−9(−8DT) **CAPE LISBURNE**
AF 35 BL4,10 30(GVL) 03–21

AIRPORT REMARKS —CLOSED TO PUBLIC, OFFICIAL BUSINESS ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. All civil acft operators must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF operating instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or Com: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: ATTN: 11AF Airfield Manager, 10471 20th St, Suite 231, Elmendorf AFB AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy and helipad not maintained, condition unknown. Recommend visual inspection prior to landing.

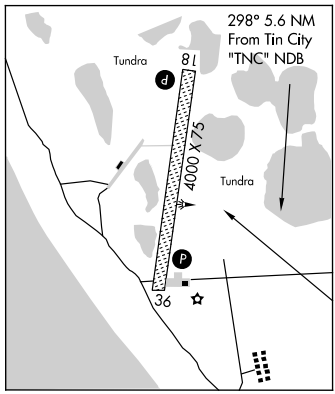
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

WAINWRIGHT N70°38.29′ W160°01.07′ **CAPE LISBURNE**
RCO —122.5 (FAIRBANKS FSS) **L–4I**

WAINWRIGHT VILLAGE N70°38.26′ W160°00.57′ **CAPE LISBURNE**
NDB (HW) 338 UKK at Wainwright./17E. **L–4I**

§ **WALES** (IWK) (PAIW) 1 NW N65°37.36′ W168°05.70′ UTC−9(−8DT) **NOME**
22 BL4, 10①, 12② 40(GVL) 18–36 **H–1A, L–4H**
AIRPORT REMARKS —Unattended. Easterly winds may cause severe turbulence in vicinity of rwy. Rwy conditions not monitored, recommend visual inspection prior to landing. Rwy 18 and Rwy 36 PAPI and REIL OTS indef. Windsock lgt may be o/s. ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36—CTAF. ①Rwy 18 and Rwy 36. ②Rwy 18, GA 3.5°. Rwy 36 GA 3.5°. **IAP**
WEATHER DATA SOURCES—(AWOS–3 118.525 807–664–3907) (WX CAM).
COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM IWK OT CTC FAIRBANKS FAI) Nome RCAG communications provided by Nome FSS on 122.6.
ANCHORAGE APP/DEP CON —290.4 133.3
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WARM SPRING BAY SEAPLANE (See BARANOF)

WASILLA

ANDERSON LAKE (ØAK1) 4 NE N61°37.01′ W149°19.29′ UTC−9(−8DT) **ANCHORAGE**
PVT 463 22(GVL) 08–26①
SERVICE —S4
AIRPORT REMARKS —Unattended. Be alert floatplane ops on Anderson Lake. Overlapping flight patterns. Wolflake (4AK6)–2 miles NE–be alert. Cottonwood Lake Seaplane ops–1 mile SE–be alert. Touch and go or stop and go landings not authorized. ①Rwy 08 thld dsplcd 300′.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

ANDERSON LAKE SEAPLANE (ØAK1) 4 NE N61°37.01′ W149°19.29′ UTC−9(−8DT) **ANCHORAGE**
PVT 463 06W–24W
SERVICE —S4
SEAPLANE REMARKS —Unattended. Touch and go or stop and go landings not authorized. Use caution for floatplane operations on Anderson Lake.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

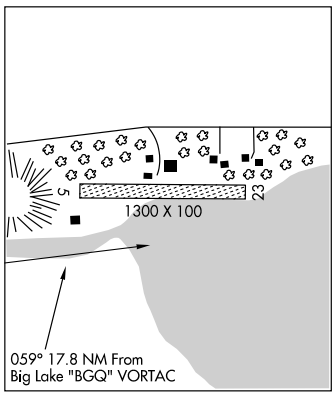
§ **BLODGET LAKE SEAPLANE** (D75) 8 W N61°34.57′ W149°40.53′ UTC−9(−8DT) **ANCHORAGE**
242 −38 ALL–WAY
SEAPLANE REMARKS —Unattended. No public access to shoreline. No facilities of any type avbl to transient acft. All property on lake is pvt/non–commercial. Trees surround lake.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

BLUFF PARK FARM (71AK) 4 NE N61°31.66′ W149°29.78′ UTC−9(−8DT) **ANCHORAGE**
PVT 110 20(TURF) 03–21①
AIRPORT REMARKS —Unattended. Operations NW of arpt are prohibited. Aircraft are to remain well clear of Snowshoe Elementary School at all times. Arrivals/departures to remain S of Fairview Loop Road untill well clear of the Jackfish Landing Airstrip traffic pattern. Rwy 03 rgt tfc. ①Rwy 03 thld displaced 250′.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

GANNON'S LANDING (AK83) 6 W N61°37.64′ W149°36.56′ UTC−9(−8DT) **ANCHORAGE**
PVT 380 21(TURF) 18–36①
AIRPORT REMARKS —Unattended. Rwy 18–36 slippery when wet. Rwy muddy in the spring. Rwy 36 rgt tfc. ①Rwy 18 thld displaced 900′. Rwy 36 thld displaced 300′.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

GATTIS STRIP (16AK) 3 NE N61°35.95′ W149°20.82′ UTC−9(−8DT) **ANCHORAGE**
PVT 320 H12(ASP) 04–22
AIRPORT REMARKS —Unattended. Rwy 04 rgt tfc.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

GREEN'S STRIP (AK65) 3 NE N61°35.88′ W149°21.03′ UTC−9(−8DT) **ANCHORAGE**
PVT 300 13(TURF) 05–23
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



HUNT STRIP (1ØAK) 10 W N61°35.51′ W149°40.68′ UTC−9(−8DT) **ANCHORAGE**
PVT 200 8(GVL) 07–25
AIRPORT REMARKS —Unattended. Approachs shall be made over the lake. Left or right hand patterns okay.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ISLAND LAKE SEAPLANE** (29A) 5 SW N61°37.73′ W149°37.07′ UTC−9(−8DT) **ANCHORAGE**
370 –40 18W–36W
SEAPLANE REMARKS—Unattended. Rwy frozen in winter.
COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS KENAI–NOTAM ENA)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

LAKE LUCILLE SEAPLANE (4A3) 0 N N61°34.48′ W149°28.37′ UTC−9(−8DT) **ANCHORAGE**
300 –50 09W–27W
SEAPLANE REMARKS —Unattended. Be alert for boaters, water skiers, snow machine activity, and floating debris. Approach is over city. Public dock access on NE shore. Very small dock. Short term mooring avbl call 907–373–1776.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LAWRENCE AIRSTRIP (55AK) 10 SW N61°29.75′ W149°41.96′ UTC−9(−8DT) **ANCHORAGE**
PVT 200 17(TURF) 04–22
AIRPORT REMARKS—Unattended. Rwy soft during spring breakup.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LINCOLN VILLAGE AIRPARK (89AK) 8 SW N61°33.56′ W149°42.33′ UTC−9(−8DT) **ANCHORAGE**
PVT 250 20(GVL) 16–34
AIRPORT REMARKS —Unattended. Rwy 16–34 slopes up to the middle of the fld from both ends. Glider activity on and invof arpt.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

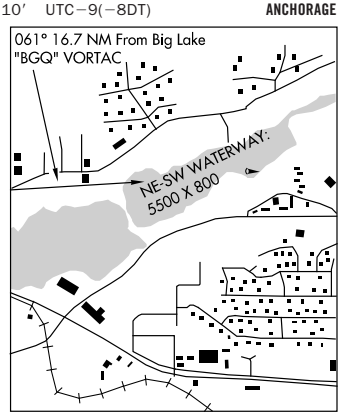
NIKLASON LAKE SEAPLANE (4AKØ) 6 W N61°37.75′ W149°16.26′ UTC−9(−8DT) **ANCHORAGE**
380 E–W
SEAPLANE REMARKS —Unattended. No service of any type avbl to tran acft. Public beaching access on SW shore of lake. No dock. All other property is pvt/non–commercial. East shore of lake has tall trees/hill. Boating activity near SW public beach.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

PIPER LANDING (AK25) 5 NW N61°37.05′ W149°36.89′ UTC−9(−8DT) **ANCHORAGE**
PVT 350 12(TURF) 06–24
AIRPORT REMARKS—Unattended. Rwy 06 rgt tfc.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SEYMOUR LAKE SEAPLANE BASE** (3A3) 6 NW N61°36.48′ W149°39.56′ UTC−9(−8DT) **ANCHORAGE**
320 –60 N–S
SEAPLANE REMARKS—Unattended. No svc of any type avbl to tran acft. Seymour Lake may be subject to the Matanuska Susitna Borough motorized uses on water bodies which regulates ''annoying noises'' between the hours of 11:00 pm and 8:00 am. Public access on west side of lake. Beach ldg avbl.
COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS KENAI–NOTAM ENA)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

SOLOY STRIP (87AK) 10 NE N61°39.09′ W149°17.31′ UTC−9(−8DT) **ANCHORAGE**
PVT 545 11(GVL) 07–25
AIRPORT REMARKS —Attended Mon–Fri 1700–0100Z‡. Rwy 25 rgt tfc.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

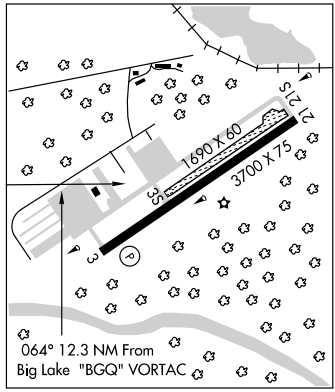
§ **UPPER WASILLA LAKE SEAPLANE** (3K9) 2 E N61°35.33′ W149°23.10′ UTC−9(−8DT) **ANCHORAGE**
330 –55 NE–SW
SEAPLANE REMARKS —Unattended. Waterway not monitored, recommend visual inspection prior to use. No svc of any type to transient acft. No public shore access. All docks and property on lake perimeter is private. Be alert, winter conditions vary, possible heavy snow drifts and strong NE winds in excess of 60 mph. Avoid thin ice at inlet and outlet. Be alert for boaters, water skiers, snow machine activity and floating debris.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



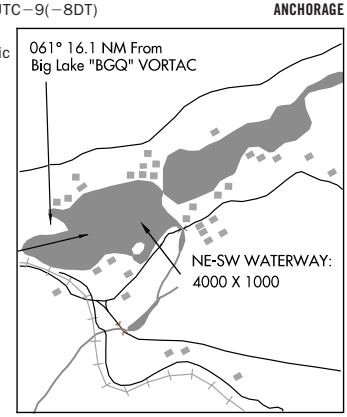
VALLEY FLYING CROWN (AK27) 5 NW N61°38.55′ W149°37.47′ UTC−9(−8DT) **ANCHORAGE**
PVT 400 18(GVL) 06–24
AIRPORT REMARKS —Unattended. Rwy 24 rgt tfc. Power line along S side of rwy.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **VISNAW LAKE SEAPLANE** (T66) 7 NW N61°37.14′ W149°40.71′ UTC−9(−8DT) **ANCHORAGE**
300 –40 N–S
SEAPLANE REMARKS —Unattended. No svc of any type avbl to tran acft. Lake used for recreational boating. Waterway S rgt tfc.
WEATHER DATA SOURCES —(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **WASILLA** (IYS) (PAWS) 3 W N61°34.32′ W149°32.37′ UTC−9(−8 DT) **ANCHORAGE**
354 BL4, 12① H37(ASP) 03–21, 03S–21S **L–1A, 3D, 4G**
SERVICE—S4 **FUEL** —(NC–100LL, JET A) **IAP**
AIRPORT REMARKS —Unattended. Self svc fuel avbl 24 hrs. Rwy cond not monitored recommend visual inspection prior to use. No winter maint Rwy 03S–21S. Rwy 03S–21S for ski/tundra tire equipped acft. No simultaneous ops on Rwy 03–21 and Rwy 03S–21S. Ultralights on and invof arpt. Numerous pvt arpts and lakes in vcnty. Rwy 03 slope 0.5% up NE. Rwy 03S slope 0.4% up NE. Arpt rstd to acft with apch speeds less than 121 kt. Rwy 03 rgt tfc. Rwy 03 and Rwy 21 nstd markings marked with thld panels. Rwy 03S and Rwy 21S marked with cones and reflective thld markers. ACTIVATE MIRL Rwy 03–21—122.8. ①Rwy 03 TCH 25′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 135.25 907–373–3801).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM IYS)
ANCHORAGE APP/DEP CON—363.2 119.1
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

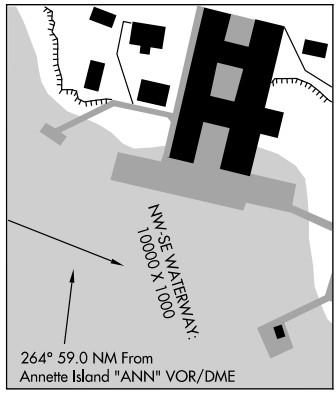


§ **WASILLA LAKE SEAPLANE** (5L6) 1 E N61°35.18′ W149°24.45′ UTC−9(−8DT) **ANCHORAGE**
330 –40 NE–SW
SEAPLANE REMARKS —Unattended. No svc of any kind avbl to tran acft. Public beach and swimming area on SW shore. Watch for swimmers at West end of lake.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



WASILLA CREEK AIRPARK (See PALMER)

§ **WATERFALL SEAPLANE** (KWF) 0 SW N55°17.78′ W133°14.60′ UTC−9(−8DT) **KETCHIKAN**
00 −100 NW–SE
SEAPLANE REMARKS —Unattended. Dock. Dock removed in winter months, Oct–Mar.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

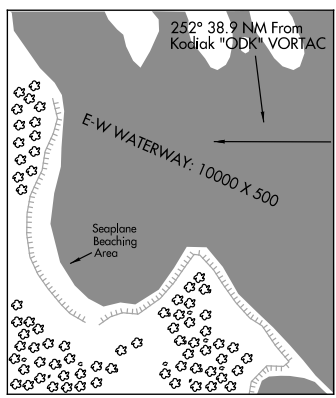


WATON WA N48°04.57′ W122°09.23′ **SEATTLE**
NDB(LOM) 382 AW 338°5.1 NM to Arlington Muni.

WATSON LAKE YT N60°05.18′ W128°51.47′ **H–1C**
VOR/DME 114.9 YQH Chan 96 005° 2.2NM to Watson Lake/25E.

WEARR N64°53.99′ W147°42.43′ **ANCHORAGE**
NDB(LOM) 510 FA 189° 6.4 NM to Fairbanks Intl.

§ **WEST POINT VILLAGE SEAPLANE** (KWP) 0 E N57°46.21′ W153°32.94′ UTC−9(−8DT) **KODIAK**
00 −100 E–W
SEAPLANE REMARKS —Unattended. Watch for fish nets during season. During NW winds subject to strong down drafts. N–S winds cause heavy swells. Operating area in Uganik Bay. Rock Island near beach, landing facility.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ADQ)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



WHATCOM WA N48°56.72′ W122°34.76′ **SEATTLE**
(H) VORTACW 113.0 HUH Chan 77 150° 9.3 NM to Bellingham Intl. 83/20E. **HIWAS** **H–1D, 1E, L–1D, 1E**
TACAN azimuth unusable:
155°–165° beyond 15 NM below 6,000′.

§ **WHIDBEY ISLAND NAS (AULT FLD)** WA (Oak Harbor) (NUW) (KNUW) 3 N N48°21.11′ W122°39.36′ **SEATTLE**
UTC−8(−7DT) **H–1D, 1E, L–1E**
N 47 BL6, 7, 8, 11 H80(CON) 14–32 PCN 73 R/B/W/T 07–25 S–142, D–257, 2D–455 **DIAP**
PCN 45 R/B/W/T
JASU — (NC–8A/A1), 1(NC–10C), 1(GTC–85/GTE–85), 1(NCPP–105/RCPT–105)
FUEL —J5, J8, 0–156 SOAP SP PRESAIR De–Ice LHOX LOX

A—GEAR

Rwy 07←E–5 E–28(B) _____ E–28(B) E–5→ Rwy 25
(15′ OVRN) (2425′) (1930′) (15′ OVRN)
Rwy 14←E–5 E–28(B) _____ E–28(B) E–5→ Rwy 32
(15′ OVRN) (1420′) (1926′) (14′ OVRN)
E –5 Rating: 07–355 HW (DRY), 25–335 HW (DRY), 14–620 HW (DRY), 32–595 HW (DRY)

AIRPORT REMARKS — Opr continuously. See FLIP AP/1 Supplementary Arpt Remarks. RSTD–24 hr PPR for Whidbey NAS hosted acft and all acft with hazardous cargo/ordnance except Search and Rescue/Medevac ctc air terminal supervisor, 1530–0100Z‡ at DSN 820–2604/6707, C360–257–2604/6707. Prior coordination/flt advisory rqr for AMC/JOSAC/NALO missions. All E5 overrun A–Gear rigged at all times, accidental engagement in the wrong direction will result in acft damage and may result in injury or loss of life. Bird hazard, See FLIP AP/1 Supplementary Arpt Remark. TFC PATTERN–Overhead initial 3000′, overhead break 1500′ day, 1700′ night, pattern alt 1000′ day, 1200′ night. Reduced rwy separation standard in effect USN/USMC acft. UHF equipped acft use UHF twr frequency. TRAN ALERT–Transient crews must be ready to provide technical direction/assistance in svc/maintenance avbl Mon–Fri 1500–2300Z‡, no maintenance Sat, Sun and holidays. Air terminal opr 1400–0200Z‡, as rqr other times. CSTMS/AG/IMG–Avbl only for Whidbey based military acft from Canada, 48 hr prior notice, ctc ops duty officer DSN 820–2681/2682, C360–257–2681/2682. Base ops DSN 820–2884/2885, C360–257–2884–2885. MISC–Precision approach and Landing Systems data link frequency 313.3, TRN–28 Channel 18.

WEATHER DATA SOURCES —(PMSV: METRO—343.4)

COMMUNICATIONS—(ATIS 281.5 134.15) (TIE–IN FSS SEATTLE SEA–NOTAM NUW)

Ⓡ **APP/DEP CON** —(285.65 118.2 W)(270.8 120.7 E)(E)
TOWER —340.2 127.9 **(E)** **GND CON** —336.4 121.75
CLNC DEL —379.9 135.1 124.15
PRE-TAXI CLNC 135.1 (Used for pre–taxi clnc at NUW.) 124.15 (On ground clnc del at CLM–Port Angeles.)
BASE OPS 350.1

AIRSPACE: CLASS C svc ctc **APP CON**

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 85 NUW (113.8) N48°21.30′ W122°39.71′ At Fld.51/18E.
TACAN azimuth unusable:
133°–163° byd 30 NM below 4,000′.

ILS 110.1 I–NUW Rwy 14. Unusable byd 3° W of course and byd 5° E of course due to lack of defined glide path and clearance above path. Glide slope unusable byd 5° left and 3° right of course.

WHITE HILLS N69°28.18′ W149°45.30′ **POINT BARROW**
RCO 122.1 (FAIRBANKS FSS) **H–1A, L–4J**

§ **WHITEHORSE INTL** YT (CYXY) 0 SE N60°42.57′ W135°04.04′ (AOE) UTC−8(−7DT) **WHITEHORSE**
MOT(DND) 2317 BL 5, 6, 7, 10 ①, 12 ② H95(ASP) 13R–31L③, 13L–31R, 01–19 **H–1C, L–1B**
SERVICE —S4 **JASU** —(Mil 28) **FUEL** —(NC–100LL, A1, B+ J8)
RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–1798	TODA–1798	ASDA–1798	LDA not usable
RWY 13L:	TORA–4018	TODA–5002	ASDA–4018	LDA–4018
RWY 13R:	TORA–9500	TODA–10484	ASDA–9500	LDA–8649
RWY 19:	TORA not usable	TODA not usable	ASDA not usable	LDA–1798
RWY 31L:	TORA–9500	TODA–10484	ASDA–9500	LDA–8099
RWY 31R:	TORA–4018	TODA–4494	ASDA–4018	LDA–4018

AIRPORT REMARKS —Attended 1500–0500Z‡. ARFF svc avbl. Flying trng NW edge of CLASS D at Cousins arpt to 3200′ MSL. Call out charge may be levied for one or more svcs. No winter maintenance Rwy 01–19. Ltd winter maint Rwy 13L–31R. Takeoff Rwy 19 not recommended because of rising terrain, subsidence and turbulence. Radiosonde balloon launches from N60°44′19″ W135°05′24″ (approximately 1.25 NM NW thld Rwy 13R on extended rwy centerline) 1115–1130Z‡ and 2315–2330Z‡ daily with an ascent rate of 1000 ft/min. Powerline parallel to Rwy 13R final approach area approximately 550′ west of extended rwy centerline. Hang gliding and paragliding activity 6 NM east, south and west of aerodrome. 2½ hrs PN required for snow removal. Customs phone 888–226–7277. Rwys 31L and 31R rgt tfc. RVR avbl Rwy 13R. RVR available Rwy 31L. ①Rwy 13R. ②Rwy 13R, GS 3.0°. ③Rwy 13R threshold displaced 851′. Rwy 13L threshold displaced 1401′.

COMMUNICATIONS—(CTAF 118.3) (TIE-IN FSS WHITEHORSE CYXY—NOTAM CYXY)
RCO —123.275 **(E)** (WHITEHORSE FSS)
EDMONTON CENTER APP/DEP CON—134.15
TOWER —236.6 118.3 **(E)** (1500–0500Z‡) **GND CON** —121.9

AIRSPACE: CLASS D svc effective 1500–0500Z‡.

RADIO AIDS TO NAVIGATION
VORW/DME 116.6 YXY Chan 113 N60°37.13′ W135°08.33′ 351° 5.9 NM to Fld.5285/23E.
NDB(HW) 302 XY N60°46.37′ W135°06.32′ 139° 4.0 NM to Fld./25E.
KLONDIKE NDB(MHW) 353 ZXY N60°38.18′ W135°00.53′ 314° 4.7 NM to Fld./25E.
LABERGE NDB(MHW) 236 JB N60°56.93′ W135°08.27′ 147° 14.5 NM to fld./25E.
ILS 109.5 I–IXY Rwy 31L. LOC BC reliable only within 25° either side of centerline.
VHF/DF—ctc WHITEHORSE FSS

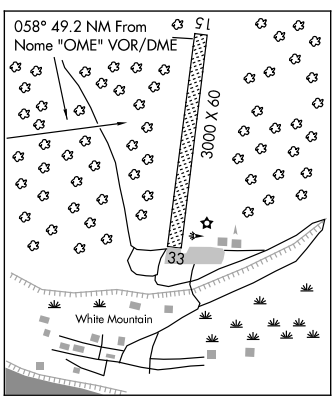
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

§ **WHITE MOUNTAIN** (WMO) (PAWM) 1 N N64°41.35′ W163°24.77′ UTC−9(−8DT) **NOME**
P 267 BL4 30(GVL) 15–33 **L–3A, 3C, 4H**

AIRPORT REMARKS —Unattended. Rwy condition not monitored recommend visual inspection prior to landing. Rwy 15–33 slopes down at Rwy 33 thld NW to SE. S end is 45′ higher. Rwy 15–33 NSTD markings, marked with cones and reflective thld panels. Rwy 33 turbulent on S end. Rwy thresholds and edge marked by 30 high red cones with reflective collars. ACTIVATE MIRL Rwy 15–33—CTAF.

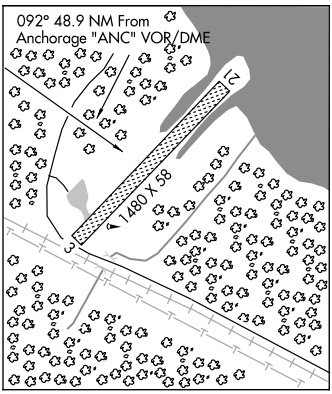
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WHITE ROCK BC N49°00.20′ W122°45.02′ **SEATTLE**
NDB(MHW) 332 WC 67° 15.3 NM to Abbotsford./19E. **L–1D, 1E**

§ **WHITTIER** (IEM) (PAWR) 1 NW N60°46.63′ W148°43.29′ UTC−9(−8DT) **ANCHORAGE**
P 30 15(GVL) 03–21



AIRPORT REMARKS —Unattended. CAUTION: Bird activity in arpt area. CAUTION: Rwy condition not monitored, recommend visual inspection prior to landing. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. No scheduled maint. No Winter maint. Clsd from first snowfall till after breakup. Red warning bcn on remaining power line pole on apch Rwy 03. Apch to Rwy 21 over water. For takeoff use Rwy 03 only; for landings use Rwy 21 only. First 130′ of Rwy 03 unusable, pile of large rocks located apch end Rwy 03. Rwy 03–21 rocks to 4 inches on rwy with 2″ tall grass growing on sfc. Standing water on rwy after rain. Scattered rebar at Rwy 21 thld.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IEM)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl Wx reports hourly only.

WILDER/NATWICK LLC (See PORT ALSWORTH)

WILDWOOD N60°35.92′ W151°12.67′ **ANCHORAGE**
NDB(ABHW) 379 IWW 194° 1.8 NM to Kenai Muni. 92/19E **TWEB.** **H–1B, 2K, L–2A, 3D, 4F**

WILEY POST/WILL ROGERS MEM (See BARROW)

WILLIAM R FAIRCHILD INTL (See PORT ANGELES, WA)

WILLIAMS MOUNTAIN N58°09.13′ W134°02.02′ **JUNEAU**
RCO—122.55 (JUNEAU FSS) **H–1C, L–1B**

WILLOW

HONEYBEE LAKE AERO PARK (25AK) 1 N N61°42.73′ W150°03.80′ UTC−9(−8DT) **ANCHORAGE**
PVT 200 20(GVL) 04–22, 15–33
AIRPORT REMARKS —Unattended. Traffic pattern shall remain west of the parks highway. Aircraft shall self announce on UNICOM. Rwy 04 and Rwy 33 rgt tfc.
COMMUNICATIONS—(UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

KASHWITNA LAKE SEAPLANE (AK34) 6 N N61°50.12′ W150°04.79′ UTC−9(−8DT) **ANCHORAGE**
PVT 186 –40 NW–SE
FUEL —(NC–100LL)
SEAPLANE REMARKS —Attended 1800–0600Z‡. Fuel avbl on prior notice or emerg only call 907–495–6789.
COMMUNICATIONS—(UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

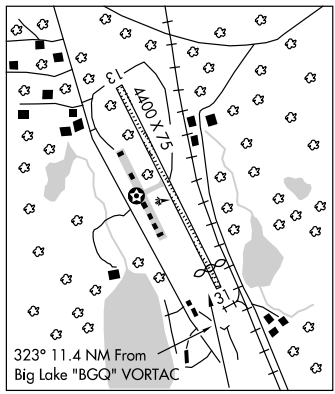
MINUTEMAN LAKE SEAPLANE (MFN) 0 N N61°43.28′ W150°02.81′ UTC−9(−8DT) **ANCHORAGE**
295 –15 07W–25W
SEAPLANE REMARKS —Unattended. No svc of any type avbl to tran acft.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **WILLOW** (UUO) (PAUO) 1 NW N61°45.25′ W150°03.10′ UTC−9(−8DT) **ANCHORAGE**
P 221 BL4 44(GVL) 13–31 ① **H–1B, 2K, L–1A, 3D, 4F**
SERVICE—S4 **FUEL**—(100LL) **IAP**

AIRPORT REMARKS—Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Credit card self serve fuel avbl 24 hrs. Rwy 13 NSTD markings, thld marked with flexible reflective markers and cones. Rwy 31 dsplcd thld marked with reflective flexible markers and cones. Twy markings thru dsplcd thld. Rwy 31 rgt tfc. ACTIVATE MIRL Rwy 13–31 and rotating bcn—CTAF. ①Rwy 31 displaced thld 400′.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM UUO)
Ⓡ **ANCHORAGE APP/DEP CON**—279.6 133.7

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl Wx reports hourly only.



WILLOW SEAPLANE (2X2) 1 NW N61°44.64′ W150°03.55′ UTC−9(−8DT) **ANCHORAGE**
200 –36 13W–31W

SEAPLANE REMARKS—Unattended. Acft run–up area at the NE end of lake is marked by buoys seasonally. No public dock avbl. A buoy has been placed approximately 100′ from the most southern point of land on the southeast end of the lake. Acft opr are not allowed inside the 100′ marker unless taxiing to or from the shore, or taxiing to the acft run–up area. Pilots should be aware of watercraft and recreational activities on the lake. A visual inspection prior to ldg is recommended. Buoys are removed from lake prior to freeze–up and replaced when lake thaws. It is recommended that acft fast taxi to point of tkf and up on ldg to shore area. It is recommended that all acft tkf toward the south, weather conditions permitting. No east/west tkf or ldg are permitted. Grvl public ramp located on NE shore of lake. Lot south of ramp avbl for vehicle ops. All other ramps and property is pvt ownership or control.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA)

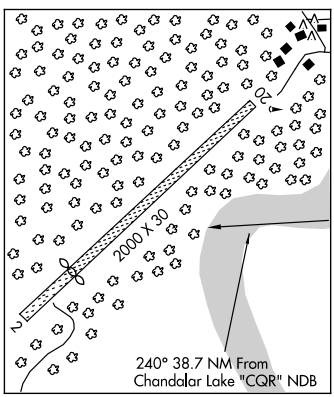
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **WISEMAN** (WSM) 1 SSW N67°24.27′ W150°07.36′ UTC−9(−8DT) **FAIRBANKS**
P 1180 20(GVL) 02–20①

AIRPORT REMARKS—Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Be Alert: Backcountry strip in mountain valley, high terrain all quadrants. Recommend dog leg approach Rwy 02 due to hill. Trees to 35′ with 75′ each side of rwy centerline. 6 inch rocks and 24 inch grass along rwy sfc, 48 inch saplings in Rwy 02 safety area. Rwy 02–20 marked with reflective markers and cones. Rwy 20 rgt tfc. Ski plane ops only in winter, snow removal not avbl. ①Rwy 02 thld dsplcd 500′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WOLF LAKE (See PALMER MUNI)

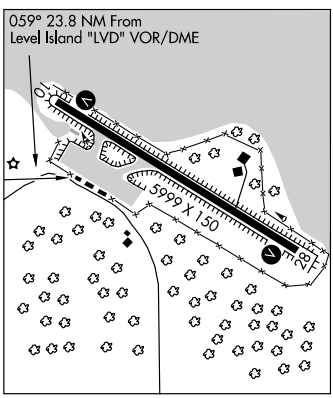
WOODCOCK BC (CBQ8) 3.8 NE N55°04.00′ W128°14.00′ UTC−8(−7DT) **L–1C**
537 H33(ASP) 02–20 ①
AIRPORT REMARKS —Not regularly maintained, no win maint. High terrain surrounds field. Parachute activity drop zone adj to rwy. ①Rwy 20 thld displaced 1050′.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS TERRACE CYXT–NOTAM CYXT)
RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

WOOD RIVER N58°59.98′ W158°32.90′ **KODIAK**
NDB (MHW) 429 BTS 011° 3.0 NM to Dillingham.138/15E. **L–2J, L–3C**

WOODY ISLAND N57°46.47′ W152°19.39′ **KODIAK**
NDB (ABHW) 394 RWO 237° 5.7 NM to Kodiak./18E. **TWEB.** **H–1B, 2K, L–2J, 3D**
RCO —122.2(V) (KENAI FSS)

WRANGELL

§ **WRANGELL** (WRG) (PAWG) 1 NE N56°29.06′ W132°22.19′ (AOE) UTC−9(−8DT) **JUNEAU**
P 49 BL 6, 9 ①, 10 ② H60(ASP–GRVD) 10–28 S–75, D–175, 2D–300 **H–1D, L–1C**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**



AIRPORT REMARKS —Attended 1700–0200Z‡. Arpt maint duty hrs 1600–0000Z‡. Class I, ARFF Index B. ARFF svcs are only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 passenger seats except PPR, 24 hour PPR for cargo ops over 100,000 lbs call arpt manager 907–874–3107. High terrain immediately south of rwy. Off arpt solid waste landfill approximately 2000′ SW of Rwy 10 ldg thld. Bears, deer, game fowl, flocks of birds on and invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Twy B open to acft under 12,500 lbs, maximum gross takeoff weight. Snow removal, ice control and arpt hazardous conditions reported only during maint duty hrs. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and equipment may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. For fuel call 907–874–2388. Rwy 10 designated as calm wind rwy. Rwy 28 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Customs avbl. See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). ACTIVATE HIRL Rwy 10–28, VASI and REIL Rwy 10 and Rwy 28—122.6. ①Rwy 10, TCH 52′. GS 3.0°. Rwy 28, TCH 52′. GS 3.0°. ②Rwy 10, Rwy 28.
WEATHER DATA SOURCES —(AWOS–3 128.5 907–874–2458). (WX CAM).
COMMUNICATIONS—(CTAF 122.6) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM WRG OT CTC JUNEAU JNU)
RCO —122.45 (SITKA FSS)
ANCHORAGE CENTER APP/DEP CON —118.0
RADIO AIDS TO NAVIGATION
LDA/DME 108.5 I–RGL Chan 22
RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. AWOS–3 wind may be unrepresentative of rwy wind conditions because of local topography.

§ **WRANGELL SEAPLANE** (68A) 0 S N56°27.98′ W132°22.80′ (AOE) UTC−9(−8DT) **JUNEAU**

P 00 −90 NW–SE

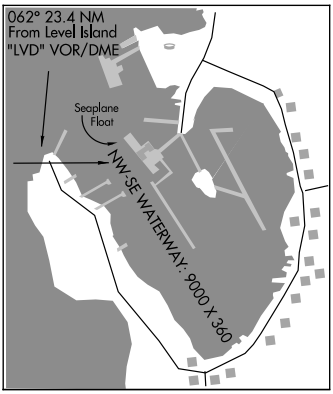
SERVICE —S2

SEAPLANE REMARKS —Unattended. Be alert for heavy boat traffic in harbor, do not land in harbor. Flashing light end of breakwater. Dock. Ramp. Boats may be tied to SPB dock/float ramp. Exposed to west wind. Lots of wake waves in harbor. Do not recommend leaving plane tied to face of float unattended. Fuel avbl in city. Customs avbl: See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL).

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.6) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM WRG OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **YAKATAGA** (CYT) (PACY) 0 S N60°04.92′ W142°29.61′ UTC−9(−8DT) **ANCHORAGE**

FAA 12 43(TURF) 08–26 **H–1C, L–1A, 3E**

AIRPORT REMARKS —Unattended. Mountains N thru NE to ESE. 2258′ hill 3 NM E. Arpt not maintained. Rwy 08–26 soft when wet. Puddles 3″ deep midfield NW side 25′ X 35′ wide. 3″ ruts length of rwy. Grass on rwy sfc up to 12″ tall. Use of heavy acft over 4,000 lbs gross not recommended during fall, winter and spring due to soft field condition and rutting. Longitudinal ruts to 3 inches length of rwy. Contact Juneau radio for latest fld conditions. Rwy 08 rgt tfc. Thld markers missing reflective panels. No rwy edge markings.

WEATHER DATA SOURCES —(TWEB 209) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM YAK)

RCO —122.5 (JUNEAU FSS)

RADIO AIDS TO NAVIGATION

NDB(HW–SAB) 209 CYT N60°05.17′ W142°29.33′ At Fld./23E. **TWEB.**

VHF/DF—

contact Juneau FSS. Lctd at N60°04.87′ W142°29.16′

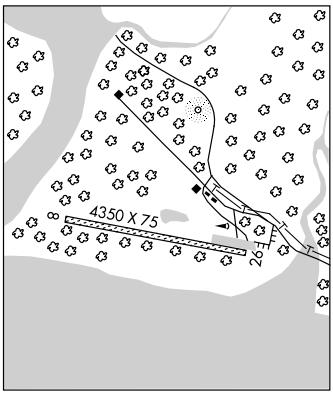
VHF/DF unusable:

075°–090° below 4,000′

235°–265° beyond 30 NM below 4,000′

265°–075° below 12,000′ and unusable from antenna to 18 NM below 12,000′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. TWEB OTS indef.



§ **YAKIMA AIR TERMINAL/MCALLISTER FLD** WA (YKM) (KYKM) 3 S N46°34.09′ W120°32.64′ **SEATTLE**
UTC−8(−7DT) **H–1E**
P 1099 BL4, 5, 6, 9 ①, 10②, 12③ H76(ASP–PFC) 09–27 S–95, D–160, 2S–175, 2D–220 **IAP, DIAP**
2D/2D2–550–PCN 33 F/C/X/T, 04–22 S–70, D–80, 2S–102, 2D–120–PCN 28 F/C/X/T
SERVICE—S4 **FUEL** —A, A+ (NC–100LL, A, A+)

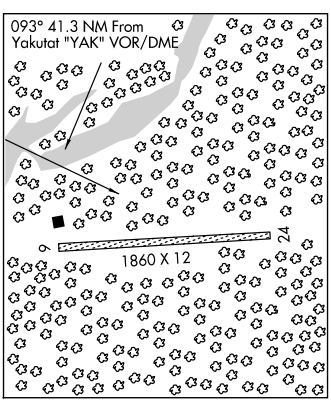
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–3835	TODA–3835	ASDA–3835	LDA–3835
RWY 09:	TORA–7604	TODA–7604	ASDA–7604	LDA–7604
RWY 22:	TORA–3835	TODA–3835	ASDA–3835	LDA–3835
RWY 27:	TORA–7604	TODA–7604	ASDA–7604	LDA–7604

AIRPORT REMARKS —Attended continuously. Class I, ARFF Index A. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt mgr 509–575–6149/6014. CAUTION—Be Alert: Birds invof Yakima River 5 NM east of approach to Rwy 27. Rwy 09 slope 0.7% up NW. Rwy 22 slope 0.5% up SW. Rwy 04–22 some spalling and raveling. Twy B from apch end of Rwy 22 to Twy A rstd to acft with wingspans of 79′ or less. When twr clsd ACTIVATE HIRL Rwy 09–27 and MALSR Rwy 27—CTAF. MIRL Rwy 04–22. ①Rwy 09, TCH 50′. GS 3.0°. ②Rwy 04, Rwy 09, Rwy 22. ③Rwy 04, TCH 50′. GS 3.0°. Rwy 22, TCH 47′. GS 3.0°. Rwy 27, TCH 59. GS 3.0°.
WEATHER DATA SOURCES—(ASOS 509–248–1502).
COMMUNICATIONS—(CTAF 133.25)(UNICOM 122.95)(ATIS 125.25) (TIE–IN FSS SEATTLE SEA–NOTAM YKM)
RCO —122.5 (SEATTLE FSS)
CHINOOK APP/DEP CON —263.15 123.8 **(E)** (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON—269.35 132.6 (0600–1400Z‡)
TOWER —257.8 133.25 (1400–0600Z‡) **GND CON** —348.6 121.9 **CLNC DEL**—121.9
VFR ADVISORY SVC —Contact approach control on 393.1
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION
(H)VORTACW 116.0 YKM Chan 107 N46°34.21′ W120°26.68′ 247°4.1 NM to Fld.984/21E.
VOR portion unusable:
350°–080° byd 25 NM blw 9,000′
025°–035° byd 5 NM blw 6,000′
080°–105° byd 35 NM blw 6,000′
105°–107° byd 25 NM blw 6,000′
109°–135° byd 25 NM blw 6,000′
135°–180° byd 30 NM blw 7,500′
195°–225° byd 30 NM blw 8,500′
305°–335° byd 30 NM blw 9,000′
Tacan Azimuth and DME unusable:
095°–115° byd 26 NM blw 8,000′
095°–115° byd 35 NM all alts
115°–207° byd 20 NM blw 8,500′
115°–207° byd 36 NM blw 10,000′
207°–230° byd 20 NM blw 10,000′
290°–315° byd 20 NM blw 11,000′
315°–080° byd 12 NM blw 15,000′
DONNY NDB(LOM) 371 YK N46°31.54′ W120°22.33′ 274° 7.6 NM to Fld. Unmonitored when twr clsd.
ILS 110.1 I–YKM Rwy 27. LOM DONNY NDB. ILS unmonitored when tower closed.
RADIO/NAV/WEATHER REMARKS —Toll free call to Seattle FSS dial 1–800–WX–BRIEF. During hours twr is clsd all ops in vicinity of arpt restricted to acft with VHF radio capability, unless an emerg exist necessitating UHF equipped acft to land.

YAKUTAT

§ **ALSEK RIVER** (A57) 44 SE N59°11.95′ W138°27.06′ UTC−9(−8DT) **JUNEAU**
30 18(TURF) 06–24
AIRPORT REMARKS —Unattended. Gully on thld Rwy 06. Recommend touch down in front of USFS cabin. Rwy 06–24 grass covered to 6″. Rwy 06 NSTD markings, thld marked with yellow plastic pipes.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM YAK)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **DANGEROUS RIVER** (A7Ø) 17 E N59°24.28′ W139°13.98′ UTC−9(−8DT) **JUNEAU**

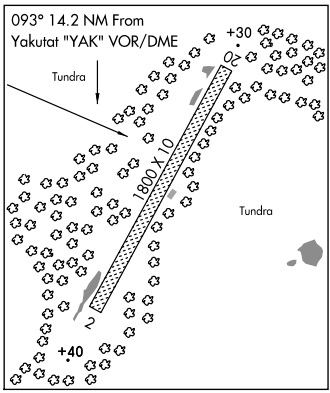
USFS 50 18(TURF) 02–20

AIRPORT REMARKS —Unattended. First 200′ Rwy 20 rough. Rwy located in 65′ wide swath cut in trees. Water both sides rwy and ditch crosses apch end Rwy 20.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



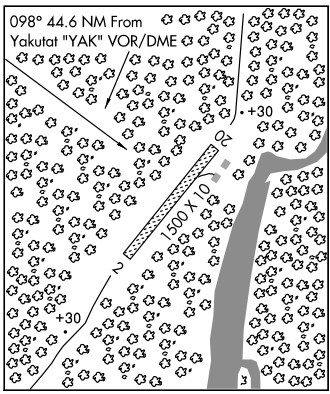
§ **EAST ALSEK RIVER** (AK76) 49 SE N59°07.57′ W138°24.41′ UTC−9(−8DT) **JUNEAU**

20 15(TURF) 02–20

AIRPORT REMARKS —Unattended. Rwy used as a road. Cabin at airstrip maintained by US Forest Svc. Width of path cut through trees 80′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **HARLEQUIN LAKE** (A67) 19 E N59°24.87′ W139°01.50′ UTC−9(−8DT) **JUNEAU**

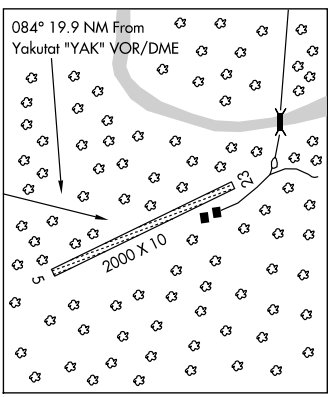
USFS 100 20(TURF) 05–23

AIRPORT REMARKS —Unattended. Trees to 20′ within 50′ of centerline either side of rwy. Rwy 05–23 scattered rocks on rwy sfc to 3″ with ruts over 12″.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



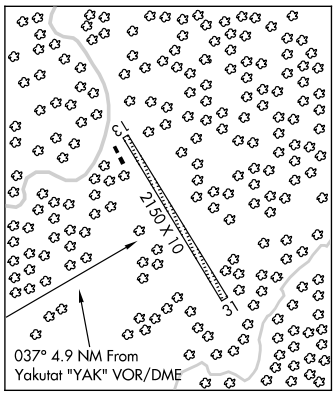
§ **SITUK** (A68) 7 NE N59°33.10′ W139°30.55′ UTC−9(−8DT) **JUNEAU**

USFS 50 21(TURF) 13–31

AIRPORT REMARKS —Unattended. Rwy 13–31 7′ each side full length of rwy centerline becoming depressed with ruts over 12″, standing water after rain. Rwy 13–31 20′ usable 10′ either side of centerline, remainder either side soft.

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



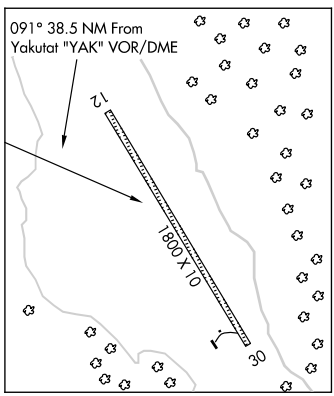
§ **TANIS MESA** (A69) 42 E N59°14.88′ W138°30.22′ UTC−9(−8DT) **JUNEAU**

USFS 130 18(TURF) 12–30

AIRPORT REMARKS —Unattended. Borrow pits 3′ deep along edges of rwy. Rwy rolling. 500′ hill 750′ S, mt one mile N. Rwy 12–30 sfc is irregular grass and weeds to one′ hi full len of rwy and 25′ each side of centerline.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



§ **YAKUTAT** (YAK) (PAYA) 3 SE N59°30.20′ W139°39.62′ UTC−9(−8DT) **JUNEAU**

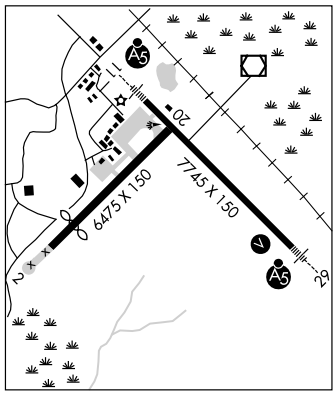
P 33 BL5, 6,9 ① H77(ASP) 11–29 02–20② S–38, D–107, 2D–200 **H–1C, L–1B, 3E**

FUEL —(NC–100, A1+) **IAP**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–7647 TODA–8047 ASDA–7647 LDA–5085

RWY 20: TORA–5085 TODA–7647 ASDA–6647 LDA–5085



AIRPORT REMARKS —Attended 1600–0230Z‡. CAUTION: Possible snow piles on ramp and snow berms on taxiway edges Oct 1 thru May 1. Class I, ARFF Index B. ARFF Index B svc avbl during air carrier operations only. CLOSED to air carrier operations with more than 30 passenger seats except 24 hrs PPR in writing to Arpt Manager P.O. Box 186 Yakutat AK 99689. 24 hour PPR for cargo ops over 100,000 lbs call 907–784–3476. Twy C and Twy A1 closed during air carrier operations until 15 minutes after due to jet blast. CAUTION: Rwy 11–29 and Rwy 02–20—rwy lights 30 inches high. Numerous birds, bear and moose on and invof rwy. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Road angles 100′ to 230′ from Rwy 02 thld. Snow removal, ice control and arpt hazardous conditions reported only during arpt maint duty hrs. Rwy 02–20 not maintained or monitored Oct 1 thru May 1. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and equipment may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. Fuel avbl 24 hrs by major credit card pump. Fuel distributor 907–784–3311. Twy A1, Twy D and apron B clsd to acft 12,500 lbs and over. Twy B, Twy C, and Twy D not maintained or monitored Oct 1–May 1. Twy lights, Twy B, Twy C, and Twy D OTS Oct 1–May 1. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 02–20 HIRL OTS Oct 1–May 1. ACTIVATE HIRL Rwys 11–29 and 02–20, MALSR Rwys 11 and 29, VASI Rwy 29 and twy lgts–CTAF. ①Rwy 29. ②Rwy 02 thld dsplcd 1388′.

WEATHER DATA SOURCES —(ASOS 135.75 907–784–3564) (TWEB 385 OCC) (TWEB 113.3 YAK) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RCO —123.6 122.2 **(E)** (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON —263.1 119.0

RADIO AIDS TO NAVIGATION

(H)ABVORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ At Fld.35/23E. **TWEB.**

OCEAN CAPE NDB (HW–SAB) 385 OCC N59°32.62′ W139°43.69′ 116° 3.2 NM to Fld./23E. **TWEB.**

VHF/DF—

ctc Juneau FSS. Lctd at N59°30.78′ W139°38.86′.

VHF/DF unusable:

230°–270° byd 20 NM 271°–229° byd 30 NM.

ILS 111.1 I–YAK Rwy 11 Class IB LOC unusable from .2 NM to thld.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Weather observations avbl 24 hrs daily. WSO telephone 784–3322.

§ **YAKUTAT SEAPLANE** (2Y3) 1 NW N59°33.75′ W139°44.47′ UTC−9(−8DT) **JUNEAU**

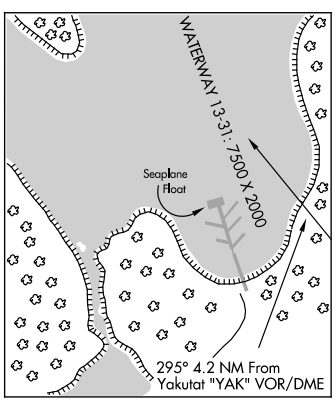
00 –75 13W–31W

SEAPLANE REMARKS —Unattended. Boats not allowed on seaplane Float. Report presence of boats to Harbormaster 907–784–3323. Prevailing winds from W May to Aug and SE from Sep to May. Dock. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

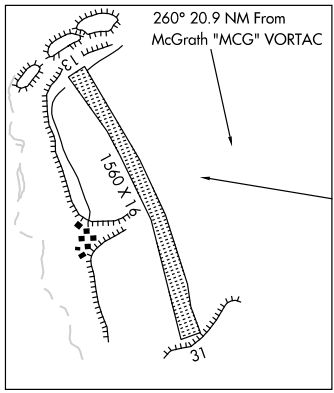


§ **YANKEE CREEK 2** (A77) 1 S N63°00.11′ W156°22.04′ UTC−9(−8DT) **McGRATH**
1120 15(GVL–DIRT) 13–31

AIRPORT REMARKS —Unattended. Mountain less than 1 mile from Rwy 13 thld. Short final approach required. Sharp right turn required after departure due to mountain immediately NW of rwy. Turf encroachment on rwy edges reduced usable width to 16′. First 900′ Rwy 13 soft and spongy, use Rwy 13 landing and Rwy 31 departing. Rwy 13–31 10° dogleg. Rwy slopes downhill from SE to NW at a 10% slope. Rwy 31 rgt tfc. Rwy not maintained, soft in spring and after rain. No visual sight between rwy ends. Rwy rough with 6″ deep ruts. Turf and grass growing on rwy surface.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA –NOTAM PATL)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **YES BAY LODGE SEAPLANE** (78K) 0 N N55°54.98′ W131°48.07′ UTC−9(−8DT) **KETCHIKAN**
00 –50

SERVICE—S2 **FUEL** —(NC–100)

SEAPLANE REMARKS —Attended daylight hrs during summer months, boats tied at dock. Fuel avbl emerg only. Reef and islands in middle of inlet. Current can come from stream.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

§ YUKON CHARLEY RIVERS

COAL CREEK (L2Ø) 1 W N65°18.68′ W143°08.13′ UTC–9(–8DT) **DAWSON**
850 38(GVL) 01–19 **L–4J**

AIRPORT REMARKS Unattended. Rwy 01–19 not maintained during winter and early spring. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 01–19 surface very rough, rocks up to 10″. Brush on rwy surface up to 36″. Rwy 01–19 is a dredged creek bottom sloping uphill N to S. 8′ high dredge tailings on both sides full length Rwy 01–19. Rwy 01–19 subject to erratic winds. Rwy located in valley. Rapidly rising terrain to the west and east. Watch for vehicles and pedestrians E edge of Rwy 01–19. Rwy 01–19 thld marked with cones and damaged reflective panels. Limited acft parking along W side near S end of Rwy 01–19. Windsocks faded and torn.

COMMUNICATIONS—(CTAF 122.8) (TIE-IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

YUKON RIVER N66°34.80′ W145°12.77′ **FAIRBANKS**
NDB(HW–SAB) 242 FTO 215° 1.0 NM to Fort Yukon Fld./25E. **TWEB.** **H–1B, L–4J**

SECTION C
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AERONAUTICAL CHART BULLETIN

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

ANCHORAGE/FAIRBANKS TERMINAL AREA CHART
65th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Change RP 7 to RP 8 at GOOSE BAY arpt, 61°23′40″N, 149°50′33″W.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Add BRUCK NDB 61°10′4″N, 150°10′37″W.
23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 No Major Changes.
29 Jul 2010 Revise NENANA, AK Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Nenana Municipal Airport, AK, and within 3 miles each side of the 249 bearing of the Ice Pool NDB, extending from the 6.5-mile radius to 10.3 miles southwest of the Nenana Municipal Airport, AK.
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

ANCHORAGE SECTIONAL
86th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Change RP 7 to RP 8 at GOOSE BAY arpt, 61°23′40″N, 149°50′33″W.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Add BRUCK NDB 61°10′4″N, 150°10′37″W.
23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

BETHEL SECTIONAL
52nd Edition, 29 Jul 2010

OBSTRUCTIONS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 No Major Changes.
23 Sep 2010 Revise NORTON SOUND LOW, AK. That airspace extending upward from 14,500 feet MSL within an area bounded by a line beginning at 56°42′59″ N., 160°00′00″ W., north by a line 12 miles from and parallel to the U.S. coastline to the intersection with 164°00′00″ W., longitude near the outlet to Kotzebue Sound, then north to the intersection with a point 12 miles from the U.S. coastline, then north by a line 12 miles from and parallel to the shoreline to 68°00′00″ N., to 68°00′00″ N., 168°58′23″ W., to 65°00′00″ N., 168°58′23″ W., to 62°35′00″ N., 175°00′00″ W., to 59°59′57″ N., 168°00′08″ W., to 57°45′57″ N., 161°46′08″ W., to 58°06′57″ N., 160°00′00″ W., to the point of beginning; and that airspace extending upward from 1200 feet MSL north of the Alaska Peninsula and east of 160° W. within 73 miles of the Port Heiden NDB/DME, AK, and north of the Alaska Peninsula and east of 160° W. longitude within an 81.2-mile radius of the Perryville Airport, AK, and north of the Alaska Peninsula and east of 160° W. longitude within a 72.8-mile radius of the Chignik Airport, AK, and within a 35-mile radius of 60°21′17″ N., 165°04′01″ W., and within a 73-mile radius of the Chevak Airport, AK, and within a 73-mile radius of the Clarks Point Airport, AK, and within a 73-mile radius of the Elim Airport, AK, and within a 45-mile radius of the Hooper Bay Airport, AK, and within a 73-mile radius of the King Salmon Airport, AK, and within a 73-mile radius of the Kivalina Airport, AK, and within a 74-mile radius of the Kotzebue VOR/DME, AK, and within a 73-mile radius of the Kwethluk Airport, AK, and within a 74-mile radius of the Manokotak Airport, AK, and within a 73-mile radius of the Napakiak Airport, AK, and within a 77.4-mile radius of the Nome VORTAC, AK, and within a 71NM radius of the New Stuyahok Airport, AK, and within a 73-mile radius of the Noatak Airport, AK, and within a 72.5-mile radius of the Red Dog Airport, AK, and within a 73-mile radius of the Scammon Bay Airport, AK, and within a 73-mile radius of the Shaktoolik Airport, AK, and within a 74-mile radius of the Selawik Airport, AK, and within a 73-mile radius of the St. Michael Airport, AK, and within a 73-mile radius of the Toksook Bay Airport, AK, and within a 30-mile radius of 66°09′58″ N., 166°30′03″ W., and within a 30-mile radius of 66°19′55″ N., 165°40′32″ W., and that airspace extending upward from 700 feet MSL within 8 miles west and 4 miles east of the 339° bearing from the Port Heiden NDB/DME, AK, extending from the Port Heiden NDB/DME, AK, to 20 miles north of the Port Heiden NDB/DME, AK, and within a 25-mile radius of the Nome Airport, AK.
Revise CONTROL AREA 1234L, AK: That airspace extending upward from 2000 feet above the surface within an area bounded by a line beginning at 58°06′57″ N., 160°00′00″ W., then south along 160°00′00″ W. longitude, until it intersects the Anchorage Air Route Traffic Control Center (ARTCC) boundary; then southwest, northwest, north, and northeast along the Anchorage ARTCC boundary to 62°35′00″ N., 175°00′00″ W., to 59°59′57″ N., 168°00′08″ W., to 57°45′57″ N., 161°46′08″ W., to the point of beginning; and that airspace extending upward from 1200 feet above the surface within a 26.2-mile radius of Eareckson Air Station, AK, within an 11-mile radius of Adak Airport, AK, and within 16 miles of Adak Airport, AK, extending clockwise from the 033° bearing to the 081° bearing from the Mount Moffett NDB, AK, and within a 10-mile radius of Atka Airport, AK, and within a 10.6-mile radius from Cold Bay Airport, AK, and within 9 miles east and 4.3 miles west of the 321° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 20 miles northwest of Cold Bay Airport, AK, and 4 miles each side of the 070° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 13.6 miles northeast of Cold Bay Airport, AK, and within a 26.2-mile radius of Eareckson Air Station, AK, and west of 160° W. longitude within an 81.2-mile radius of Perryville Airport, AK, and within a 73-mile radius of the Nikolski Airport, AK, within a 74-mile radius of the Manokotak Airport, AK, and within a 73-mile radius of the Clarks Point Airport, AK and west of 160° W. longitude within a 73-mile radius of the Port Heiden NDB/DME, AK, and within a 10-mile radius of St. George Airport, AK, and within a 73-mile radius of St. Paul Island Airport, AK, and within a 20-mile radius of Unalaska Airport, AK, extending clockwise from the 305° bearing from the Dutch Harbor NDB, AK, to the 075° bearing from the Dutch Harbor NDB, AK, and west of 160° W. longitude within a 25-mile radius of the Borland NDB/DME, AK, and west of 160° W. longitude within a 72.8-mile radius of Chignik Airport, AK; and that airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Eareckson Air Station, AK, and within a 7-mile radius of Adak Airport, AK, and within 5.2 miles northwest and 4.2 miles southeast of the 061° bearing from the Mount Moffett NDB, AK, extending from the 7-mile radius of Adak Airport, AK, to 11.5 miles northeast of Adak Airport, AK and within a 6.5-mile radius of King Cove Airport, and extending 1.2 miles either side of the 103° bearing from King Cove Airport from the 6.5-mile radius out to 8.8 miles, and within a 6.4-mile radius of the Atka Airport, AK, and within a 6.3-mile radius of Nelson Lagoon Airport, AK, and within a 6.3-mile radius of the Nikolski Airport, AK, and within a 6.4-mile radius of Sand Point Airport, AK, and within 3 miles each side of the 172° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile radius of Sand Point Airport, AK, to 13.9 miles south of Sand Point Airport, AK, and within 5 miles either side of the 318° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile radius of Sand Point Airport, AK, to 17 miles northwest of Sand Point Airport, AK, and within 5 miles either side of the 324° bearing from the Borland NDB/DME, AK, extending from the 6.4-mail radius of Sand Point Airport,

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AK, to 17 miles northwest of the Sand Point Airport, AK, and within a 6.6-mile radius of St. George Airport, AK, and within an 8-mile radius of St. Paul Island Airport, AK, and 8 miles west and 6 miles east of the 360° bearing from St. Paul Island Airport, AK, to 14 miles north of St. Paul Island Airport, AK, and within 6 miles west and 8 miles east of the 172° bearing from St. Paul Island Airport, AK, to 15 miles south of St. Paul Island Airport, AK, and within a 6.4-mile radius of Unalaska Airport, AK, and within 2.9 miles each side of the 360° bearing from the Dutch Harbor NDB, AK, extending from the 6.4-mile radius of Unalaska Airport, AK, to 9.5 miles north of Unalaska Airport, AK; and that airspace extending upward from the surface within a 4.6-mile radius of Cold Bay Airport, AK, and within 1.7 miles each side of the 150° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 7.7 miles southeast of Cold Bay Airport, AK, and within 3 miles west and 4 miles east of the 335° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 12.2 miles northwest of Cold Bay Airport, AK.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

CAPE LISBURNE SECTIONAL
44th Edition, 26 Aug 2010

OBSTRUCTIONS
23 Sep 2010 No Major Changes.

AIRPORTS
23 Sep 2010 No Major Changes.

NAVAIDs
23 Sep 2010 No Major Changes.

AIRSPACE
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

MISCELLANEOUS
23 Sep 2010 No Major Changes.

COLD BAY SECTIONAL
43rd Edition, 11 Feb 2010

OBSTRUCTIONS
11 Feb 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
11 Feb 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
11 Feb 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
11 Feb 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
11 Feb 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
11 Feb 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
11 Feb 2010 – 23 Sep 2010 No Major Changes.

DAWSON SECTIONAL
43rd Edition, 22 Oct 2009

OBSTRUCTIONS
22 Oct 2009 – 23 Sep 2010 No Major Changes.

AIRPORTS
22 Oct 2009 – 23 Sep 2010 No Major Changes.

NAVAIDs
22 Oct 2009 – 23 Sep 2010 No Major Changes.

AIRSPACE
22 Oct 2009 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.
17 Dec 2009 IR 917 Revised
IR 918 Revised
IR 922 Revised
VR 935 Revised
VR 936 Revised
11 Feb 2010 IR 923 Revised.
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
22 Oct 2009 – 23 Sep 2010 No Major Changes.

DUTCH HARBOR SECTIONAL
43rd Edition, 11 Mar 2010

OBSTRUCTIONS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
8 Apr 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
8 Apr 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Revise Control 1234L, AK: That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at 58°06′57″N, 160°00′00″W, then south along 160°00′00″W longitude, until it intersects the Anchorage Air Route Traffic Control Center (ARTCC) boundary; then southwest, northwest, north, and northeast along the Anchorage ARTCC boundary to 62°35′00″N, 175°00′00″W, to 59°59′57″N, 168°00′08″W, to 57°45′57″N, 161°46′08″W, to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 26.2-mile radius of Eareckson Air Station, AK, within an 11-mile radius of Adak Airport, AK, and within 16 miles of Adak Airport, AK, extending clockwise from the 033° bearing to the 081° bearing from the Mount Moffett NDB, AK, and within a 10-mile radius of Atka Airport, AK, and within a 10.6-mile radius from Cold Bay Airport, AK, and within 9 miles east and 4.3 miles west of the 321° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 20 miles northwest of Cold Bay Airport, AK, and 4 miles each side of the 070° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 13.6 miles northeast of Cold Bay Airport, AK, and within a 26.2-mile radius of Eareckson Air Station, AK, and west of 160°W longitude within an 81.2-mile radius of Perryville Airport, AK, and within a 73-mile radius of the Nikolski Airport, AK, within a 74-mile radius of the Manokotak Airport, AK, and within a 73-mile radius of the Clarks Point Airport, AK and west of 160°W longitude within a 73-mile radius of the Port Heiden NDB/DME, AK, and within a 10-mile radius of St. George Airport, AK, and within a 73-mile radius of St. Paul Island Airport, AK, and within a 20-mile radius of Unalaska Airport, AK, extending clockwise from the 305° bearing from the Dutch Harbor NDB, AK, to the 075° bearing from the Dutch Harbor NDB, AK, and west of 160°W longitude within a 25-mile radius of the Borland NDB/DME, AK, and west of 160°W longitude within a 72.8-mile radius of Chignik Airport, AK; and that airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Eareckson Air Station, AK, and within a 7-mile radius of Adak Airport, AK, and within 5.2 miles northwest and 4.2 miles southeast of the 061° bearing from the Mount Moffett NDB, AK, extending from the 7-mile radius of Adak Airport, AK, to 11.5 miles northeast of Adak Airport, AK and within a 6.5-mile radius of King Cove Airport, and extending 1.2 miles either side of the 103° bearing from King Cove Airport from the 6.5-mile radius out to 8.8 miles, and within a 6.4-mile radius of the Atka Airport, AK, and within a 6.3-mile radius of Nelson Lagoon Airport, AK, and within a 6.3-mile radius of the Nikolski Airport, AK, and within a 6.4-mile radius of Sand Point Airport, AK, and within 3 miles each side of the 172° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile radius of Sand Point Airport, AK, to 13.9 miles south of Sand Point Airport, AK, and within 5 miles either side of the 318° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile radius of Sand Point Airport, AK, to 17 miles northwest of Sand Point Airport, AK, and within 5 miles either side of the 324° bearing from the Borland NDB/DME, AK, extending from the 6.4-mail radius of Sand Point Airport, AK, to 17 miles northwest of the Sand Point Airport, AK, and within a 6.6-mile radius of St. George Airport, AK, and within an 8-mile radius of St. Paul Island Airport, AK, and 8 miles west and 6 miles east of the 360° bearing from St. Paul Island Airport, AK, to 14 miles north of St. Paul Island Airport, AK, and within 6 miles west and 8 miles east of the 172° bearing from St. Paul Island Airport, AK, to 15 miles south of St. Paul Island Airport, AK, and within a 6.4-mile radius of Unalaska Airport, AK, and within 2.9 miles each side of the 360° bearing from the Dutch Harbor NDB, AK, extending from the 6.4-mile radius of Unalaska Airport, AK, to 9.5 miles north of Unalaska Airport, AK; and that airspace extending upward from the surface within a 4.6-mile radius of Cold Bay Airport, AK, and within 1.7 miles each side of the 150° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 7.7 miles southeast of Cold Bay Airport, AK, and within 3 miles west and 4 miles east of the 335° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 12.2 miles northwest of Cold Bay Airport, AK.

SPECIAL USE AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

FAIRBANKS SECTIONAL
86th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 No Major Changes.
29 Jul 2010 Revise NENANA, AK Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Nenana Municipal Airport, AK, and within 3 miles each side of the 249 bearing of the Ice Pool NDB, extending from the 6.5-mile radius to 10.3 miles southwest of the Nenana Municipal Airport, AK.
23 Sep 2010 Revise GALENA, AK Class E: That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of the Edward G. Pitka Sr. Airport, AK, and within 3.8 miles either side of the 239 bearing from the Edward G. Pitka Sr. Airport, extending from the 7.2-mile radius to 12.9 miles west of the Edward G. Pitka Sr. Airport, and within 2.9 miles either side of the 110 bearing from the Edward G. Pitka Sr. Airport, extending from the 7.2-mile radius to 14.5 miles east of the Edward G. Pitka Sr. Airport; and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the Edward G. Pitka Sr. Airport, AK.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

JUNEAU SECTIONAL
50th Edition, 8 Apr 2010

OBSTRUCTIONS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
8 Apr 2010 – 3 Jun 2010 No Major Changes.
29 Jul 2010 Delete Muddy Lake NDB, 58°14′13″N, 132°11′44″W.
23 Sep 2010 Delete Muddy Lake NDB, 58°14′13″N, 132°11′44″W.

AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

KETCHIKAN SECTIONAL
50th Edition, 8 Apr 2010

OBSTRUCTIONS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
8 Apr 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

KODIAK SECTIONAL
50th Edition, 11 Feb 2010

OBSTRUCTIONS
11 Feb 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
11 Feb 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
11 Feb 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
11 Feb 2010 – 8 Apr 2010 No Major Changes.
3 Jun 2010 Revise DILLINGHAM, AK Class E: Within a 4.4-mile radius of the Dillingham Airport, AK, and within 3.1 miles each side of the 206° radial of the Dillingham VOR/DME, extending from the 4.4-mile radius to 10.4 miles southwest of the Dillingham Airport, AK. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory. That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dillingham Airport, AK, and within 3.1 miles either side of the 206° radial of the Dillingham VOR/DME, extending from the 7-mile radius to 14.1 miles southwest of the Dillingham Airport, AK; and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the Dillingham Airport, AK.
Revise ILIAMNA, AK Class E: Within a 4.9-mile radius of the Iliamna Airport, AK, and within 2.5 miles each side of the 200° bearing of the Iliamna NDB, extending from the 4.9-mile radius to 7 miles south of the Iliamna Airport, AK. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory. That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of the Iliamna Airport, AK, and within 4 west and 8 miles east of the 200° bearing of the Iliamna NDB, extending from the 7.2-mile radius to 16 miles south of the Iliamna Airport, AK; and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the Iliamna Airport, AK.
23 Sep 2010 Revise Norton Sound Low, AK: That airspace extending upward from 14,500 feet MSL within an area bounded by a line beginning at 56°42′59″N, 160°00′00″W, north by a line 12 miles from and parallel to the U.S. coastline to the intersection with 164°00′00″W, longitude near the outlet to Kotzebue Sound, then north to the intersection with a point 12 miles from the U.S. coastline, then north by a line 12 miles from and parallel to the shoreline to 68°00′00″N, to 68°00′00″N, 168°58′23″W, to 65°00′00″N, 168°58′23″W, to 62°35′00″N, 175°00′00″W, to 59°59′57″N, 168°00′08″W, to 57°45′57″N, 161°46′08″W, to 58°06′57″N, 160°00′00″W, to the point of beginning; and that airspace extending upward from 1,200 feet MSL north of the Alaska Peninsula and east of 160°W longitude within 73 miles of the Port Heiden NDB/DME, AK, and north of the Alaska Peninsula and east of 160°W longitude within an 81.2-mile radius of the Perryville Airport, AK, and north of the Alaska Peninsula and east of 160°W longitude within a 72.8-mile radius of the Chignik Airport, AK, and within a 35-mile radius of 60°21′17″N, 165°04′01″W, and within a 73-mile radius of the Chevak Airport, AK, and within a 73-mile radius of the Clarks Point Airport, AK, and within a 73-mile radius of the Elim Airport, AK, and within a 45-mile radius of the Hooper Bay Airport, AK, and within a 73-mile radius of the King Salmon Airport, AK, and within a 73-mile radius of the Kivalina Airport, AK, and within a 74-mile radius of the Kotzebue VOR/DME, AK, and within a 73-mile radius of the Kwethluk Airport, AK, and within a 74-mile radius of the Manokotak Airport, AK, and within a 73-mile radius of the Napakiak Airport, AK, and within a 77.4-mile radius of the Nome VORTAC, AK, and within a 71NM radius of the New Stuyahok Airport, AK, and within a 73-mile radius of the Noatak Airport, AK, and within a 72.5-mile radius of the Red Dog Airport, AK, and within a 73-mile

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radius of the Scammon Bay Airport, AK, and within a 73-mile radius of the Shaktoolik Airport, AK, and within a 74-mile radius of the Selawik Airport, AK, and within a 73-mile radius of the St. Michael Airport, AK, and within a 73-mile radius of the Toksook Bay Airport, AK, and within a 30-mile radius of 66°09′58″N, 166°30′03″W, and within a 30-mile radius of 66°19′55″N, 165°40′32″W, and that airspace extending upward from 700 feet MSL within 8 miles west and 4 miles east of the 339° bearing from the Port Heiden NDB/DME, AK, extending from the Port Heiden NDB/DME, AK, to 20 miles north of the Port Heiden NDB/DME, AK, and within a 25-mile radius of the Nome Airport, AK.

Revise Control 1234L, AK: That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at 58°06′57″N, 160°00′00″W, then south along 160°00′00″W longitude, until it intersects the Anchorage Air Route Traffic Control Center (ARTCC) boundary; then southwest, northwest, north, and northeast along the Anchorage ARTCC boundary to 62°35′00″N, 175°00′00″W, to 59°59′57″N, 168°00′08″W, to 57°45′57″N, 161°46′08″W, to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 26.2-mile radius of Eareckson Air Station, AK, within an 11-mile radius of Adak Airport, AK, and within 16 miles of Adak Airport, AK, extending clockwise from the 033° bearing to the 081° bearing from the Mount Moffett NDB, AK, and within a 10-mile radius of Atka Airport, AK, and within a 10.6-mile radius from Cold Bay Airport, AK, and within 9 miles east and 4.3 miles west of the 321° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 20 miles northwest of Cold Bay Airport, AK, and 4 miles each side of the 070° bearing from Cold Bay Airport, AK, extending from the 10.6-mile radius to 13.6 miles northeast of Cold Bay Airport, AK, and within a 26.2-mile radius of Eareckson Air Station, AK, and west of 160°W longitude within an 81.2-mile radius of Perryville Airport, AK, and within a 73-mile radius of the Nikolski Airport, AK, within a 74-mile radius of the Manokotak Airport, AK, and within a 73-mile radius of the Clarks Point Airport, AK and west of 160°W longitude within a 73-mile radius of the Port Heiden NDB/DME, AK, and within a 10-mile radius of St. George Airport, AK, and within a 73-mile radius of St. Paul Island Airport, AK, and within a 20-mile radius of Unalaska Airport, AK, extending clockwise from the 305° bearing from the Dutch Harbor NDB, AK, to the 075° bearing from the Dutch Harbor NDB, AK, and west of 160°W longitude within a 25-mile radius of the Borland NDB/DME, AK, and west of 160°W longitude within a 72.8-mile radius of Chignik Airport, AK; and that airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Eareckson Air Station, AK, and within a 7-mile radius of Adak Airport, AK, and within 5.2 miles northwest and 4.2 miles southeast of the 061° bearing from the Mount Moffett NDB, AK, extending from the 7-mile radius of Adak Airport, AK, to 11.5 miles northeast of Adak Airport, AK and within a 6.5-mile radius of King Cove Airport, and extending 1.2 miles either side of the 103° bearing from King Cove Airport from the 6.5-mile radius out to 8.8 miles, and within a 6.4-mile radius of the Atka Airport, AK, and within a 6.3-mile radius of Nelson Lagoon Airport, AK, and within a 6.3-mile radius of the Nikolski Airport, AK, and within a 6.4-mile radius of Sand Point Airport, AK, and within 3 miles each side of the 172° bearing from the Borland to 13.9 miles south of Sand Point Airport, AK, and within 5 miles either side of the 318° bearing from the Borland NDB/DME, AK, extending from the 6.4-mile radius of Sand Point Airport, AK, to 17 miles northwest of Sand Point Airport, AK, and within 5 miles either side of the 324° bearing from the Borland NDB/DME, AK, extending from the 6.4-mail radius of Sand Point Airport, AK, to 17 miles northwest of the Sand Point Airport, AK, and within a 6.6-mile radius of St. George Airport, AK, and within an 8-mile radius of St. Paul Island Airport, AK, and 8 miles west and 6 miles east of the 360° bearing from St. Paul Island Airport, AK, to 14 miles north of St. Paul Island Airport, AK, and within 6 miles west and 8 miles east of the 172° bearing from St. Paul Island Airport, AK, to 15 miles south of St. Paul Island Airport, AK, and within a 6.4-mile radius of Unalaska Airport, AK, and within 2.9 miles each side of the 360° bearing from the Dutch Harbor NDB, AK, extending from the 6.4-mile radius of Unalaska Airport, AK, to 9.5 miles north of Unalaska Airport, AK; and that airspace extending upward from the surface within a 4.6-mile radius of Cold Bay Airport, AK, and within 1.7 miles each side of the 150° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 7.7 miles southeast of Cold Bay Airport, AK, and within 3 miles west and 4 miles east of the 335° bearing from Cold Bay Airport, AK, extending from the 4.6-mile radius to 12.2 miles northwest of Cold Bay Airport, AK.

Revise KULIK LAKE, AK Class E: That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Kulik Lake Airport, AK, and within 4 miles either side of the 278 bearing from the Kulik Lake Airport, extending from the 4.3-mile radius to 7.5 miles west of the Kulik Lake Airport, AK.

29 Jul 2010 No Major Changes.

SPECIAL USE AIRSPACE
11 Feb 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
11 Feb 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
11 Feb 2010 – 23 Sep 2010 No Major Changes.

McGRATH SECTIONAL
52nd Edition, 29 Jul 2010

OBSTRUCTIONS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NOME SECTIONAL
51st Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 No Major Changes.
23 Sep 2010 Revise NORTON SOUND LOW, AK. That airspace extending upward from 14,500 feet MSL within an area bounded by a line beginning at 56°42′59″ N., 160°00′00″ W., north by a line 12 miles from and parallel to the U.S. coastline to the intersection with 164°00′00″ W., longitude near the outlet to Kotzebue Sound, then north to the intersection with a point 12 miles from the U.S. coastline, then north by a line 12 miles from and parallel to the shoreline to 68°00′00″ N., to 68°00′00″ N., 168°58′23″ W., to 65°00′00″ N., 168°58′23″ W., to 62°35′00″ N., 175°00′00″ W., to 59°59′57″ N., 168°00′08″ W., to 57°45′57″ N., 161°46′08″ W., to 58°06′57″ N., 160°00′00″ W., to the point of beginning; and that airspace extending upward from 1,200 feet MSL north of the Alaska Peninsula and east of 160° W. within 73 miles of the Port Heiden NDB/DME, AK, and north of the Alaska Peninsula and east of 160° W. longitude within an 81.2-mile radius of the Perryville Airport, AK, and north of the Alaska Peninsula and east of 160° W. longitude within a 72.8-mile radius of the Chignik Airport, AK, and within a 35-mile radius of 60°21′17″ N., 165°04′01″ W., and within a 73-mile radius of the Chevak Airport, AK, and within a 73-mile radius of the Clarks Point Airport, AK, and within a 73-mile radius of the Elim Airport, AK, and within a 45-mile radius of the Hooper Bay Airport, AK, and within a 73-mile radius of the King Salmon Airport, AK, and within a 73-mile radius of the Kivalina Airport, AK, and within a 74-mile radius of the Kotzebue VOR/DME, AK, and within a 73-mile radius of the Kwethluk Airport, AK, and within a 74-mile radius of the Manokotak Airport, AK, and within a 73-mile radius of the Napakiak Airport, AK, and within a 77.4-mile radius of the Nome VORTAC, AK, and within a 71NM radius of the New Stuyahok Airport, AK, and within a 73-mile radius of the Noatak Airport, AK, and within a 72.5-mile radius of the Red Dog Airport, AK, and within a 73-mile radius of the Scammon Bay Airport, AK, and within a 73-mile radius of the Shaktoolik Airport, AK, and within a 74-mile radius of the Selawik Airport, AK, and within a 73-mile radius of the St. Michael Airport, AK, and within a 73-mile radius of the Toksook Bay Airport, AK, and within a 30-mile radius of 66°09′58″ N., 166°30′03″ W., and within a 30-mile radius of 66°19′55″ N., 165°40′32″ W., and that airspace extending upward from 700 feet MSL within 8 miles west and 4 miles east of the 339° bearing from the Port Heiden NDB/DME, AK, extending from the Port Heiden NDB/DME, AK, to 20 miles north of the Port Heiden NDB/DME, AK, and within a 25-mile radius of the Nome Airport, AK.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

POINT BARROW SECTIONAL
72nd Edition, 6 May 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Delete WILEY NDB, 71°17′08″N, 156°48′25″W.
23 Sep 2010 Raise all outbound bearings from BARROW VOR–DME by 6 degrees, 71°16′24″N, 156°47′17″W.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SEATTLE SECTIONAL
79th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 No Major Changes.
29 Jul 2010 Add obst 2919′MSL (389′AGL)UC, 46°57′20″N, 120°12′56″W.
Change obst from 2816′MSL (255′AGL) to 2938′MSL (389′AGL), 46°57′13″N, 120°12′50″W.
Add obst 760′MSL (389′AGL), 46°47′38″N, 124°04′07″W.
23 Sep 2010 Add obst 829′MSL (389′AGL), 46°47′29″N, 124°03′44″W.

AIRPORTS
3 Jun 2010 No Major Changes.
29 Jul 2010 Delete KENT arpt, 46°52′24″N, 119°07′49″W.
Delete COUGAR FLAT arpt, 46°17′33″N, 122°57′01″W.
23 Sep 2010 Delete SPENCER arpt, 45°50′20″N, 116°39′34″W.
Delete BARRETT arpt, 45°49′16″N, 118°29′53″W.
Add RP35 to TACOMA NARROWS arpt, 47°16′05″N, 122°34′41″W.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Change DEER PARK NDB freq from 216 to 365, 47°58′04″N, 117°25′35″W.
Add CANYON NDB, freq 388, ident (CRK) 47°40′37″N, 117°27′00″W.
23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 No Major Changes.
29 Jul 2010 Add BONNERS FERRY, ID Class E: That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boundary County Airport, Bonners Ferry, ID.
23 Sep 2010 Revise VANCOUVER FLIGHT INFORMATION REGION, SOUTH VANCOUVER ISLAND, BC CONTROL AREA EXTENSION: The airspace from 700 ′ AGL within the area bounded by a line beginning at 48°17′48″N, 124°00′43″W Vancouver FIR boundary to 48°40′58″N, 124°00′43″W thence counter-clockwise along the arc of a circle of 45 miles radius centered on 49°11′42″N, 123°10′55″W to 48°30′45″N, 123°38′59″W to 48°22′19″N, 123°29′12″W thence counter-clockwise along the arc of a circle of 5 miles radius centered on 48°25′22″N, 123°23′15″W to 48°20′53″N, 123°26′34″W to 48°17′03″N, 123°14′54″W thence westerly along the Vancouver FIR boundary to 48°17′48″N, 124°00′43″W point of beginning.
Revise VANCOUVER FLIGHT INFORMATION REGION, SOUTH VANCOUVER ISLAND, BC CONTROL AREA EXTENSION: The airspace 1,600 ′ AGL to 12,500 ′ within the area bounded by a line beginning at 48°17′48″N, 124°00′43″W thence westerly along the Vancouver FIR boundary to 48°29′36″N, 124°43′38″W to 48°47′13″N, 125°12′39″W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°02′49″N, 125°42′15″W to 49°10′45″N, 125°06′11″W thence counter-clockwise along the arc of a circle of 35 miles radius centered on 49°45′14″N, 124°57′29″W to 49°15′10″N, 124°30′06″W thence northeasterly along the Comox, BC MTCA boundary to 49°19′04″N, 124°18′39″W thence counter-clockwise along the arc of a circle of 45 miles radius centered on 49°11′42″N, 123°10′55″W to 48°40′58″N, 124°00′43″W to 48°17′48″N, 124°00′43″W point of beginning.
Revise KELSO, WA Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Southwest Washington Regional Airport, and 2.4 miles each side of the 290° bearing of the airport extending 9.1 miles west, and 4.3 miles each side of the 337° bearing of the airport extending 22.2 miles northwest, and 5.8 miles west and 3 miles east of the 012° bearing of the airport extending 18.2 miles north of the airport.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SEATTLE TERMINAL AREA CHART
74th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Add RP35 to TACOMA NARROWS arpt, 47°16′05″N, 122°34′41″W.

NAVAIDs
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SEWARD SECTIONAL
86th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Add BRUCK NDB 61°10′04″N, 150°10′37″W.
23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

WESTERN ALEUTIAN ISLANDS SECTIONAL
43rd Edition, 11 Mar 2010

OBSTRUCTIONS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
8 Apr 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Shutdown SHEMYA NDB, 52°43′19″N, 174°03′37″E.

AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
8 Apr 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
8 Apr 2010 – 23 Sep 2010 No Major Changes.

WHITEHORSE SECTIONAL
50th Edition, 6 May 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL NOTICES

2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During calendar year 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
September	25-26	McConnell AFB, KS	MCAS Kaneohe Bay, HI		Chico, CA
October	1-3		MCAS Miramar, CA		MCAS Miramar, CA
	2-3	Salinas, CA		MCAS Miramar, CA	
	2-3			Jackson, MS	
	9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
	16-17	El Paso, TX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
	23-24	Houston, TX	NAS Jacksonville, FL	Washington, DC	
	30-31	Cocoa Beach, FL	Ft Worth Alliance, TX	Ft Worth Alliance, TX	
November	6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
	6-7			Homestead ARB, FL	
	11-14			Ft Bragg, NC	
	12-13		NAS Pensacola, FL		
	13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled ''show dates'' only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

NOTICES TO AIRMEN

Special Notices of a **permanent** nature will be carried for two issues and then incorporated in the appropriate section of this publication, other applicable FLIP product or the Aeronautical Information Manual (AIM) Basic Flight Information and ATC Procedures, however, operational requirement may necessitate certain notices being carried for a longer period. Notices of a **temporary** nature will be carried in this section for the life of the notice. **New** or **modified** notices are emphasized by an outline and the date of first issuance at the top of the notice. Outline will be eliminated from temporary notices after two issues and issuance data will be relocated at the end of the notice.

A Special Notice section concerning NEW FLIP FEATURES appears below and contains notices of new requirements or major modifications of existing FLIPS. New notices appearing for the first time shall be shown first. New feature notices will be carried for two issues and then dropped. In the event there are no new FLIP features, the word ''NONE'' shall be centered within the new FLIP feature box.

Special Notices within this supplement are identified as Military/Civil, Military, and Civil, MILITARY PILOTS SHOULD CONSULT DOD FLIGHT INFORMATION PUBLICATION AP I AREA PLANNING, NORTH AND SOUTH AMERICA.

NEW FLIP FEATURES

NONE

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated ''Continuous Power Airports,'' and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE)	01L
Andrews AFB, MD (ADW)	01L	Minneapolis, MN (MSP)	30L
Anchorage, AK (ANC)	07R	Nashville, TN (BNA)	02L
Atlanta, GA (ATL)	09R	New Orleans, LA (MSY)	10
Baltimore, MD (BWI)	10	New York, NY (JFK)	04R
Bismarck, ND (BIS)	31	New York, NY (LGA)	22
Boise, ID (BOI)	10R	Newark, NJ (EWR)	04R
Boston, MA (BOS)	04R	Oklahoma City, OK (OKC)	35R
Charlotte, NC (CLT)	36L	Omaha, NE (OMA))	14R
Chicago, IL (ORD)	10	Ontario, CA (ONT)	26L
Cincinnati, OH (CVG)	36C	Philadelphia, PA (PHL)	09R
Cleveland, OH (CLE)	06R	Phoenix, AZ (PHX)	08
Dallas/Fort Worth, TX (DFW)	17C	Pittsburgh, PA (PIT)	10L
Denver, CO (DEN)	35R	Reno, NV (RNO)	16R
Des Moines, IA (DSM)	31	Salt Lake City, UT (SLC)	34L
Detroit, MI (DTW)	03R	San Antonio, TX (SAT)	12R
El Paso, TX (ELP)	22	San Diego, CA (SAN)	09
Fairbanks, AK (FAI)	01L	San Francisco, CA (SFO)	28R
Great Falls, MT (GTF)	03	San Juan, PR (SJU)	08
Honolulu, HI (HNL)	08L	Seattle, WA (SEA)	16C
Houston, TX (IAH)	26L	St. Louis, MO (STL)	30R
Indianapolis, IN (IND)	05L	Tampa, FL (TPA)	36L
Jacksonville, FL (JAX)	07	Tulsa, OK (TUL)	36R
Kansas City, MO (MCI)	19R	Washington, DC (DCA)	01
Los Angeles, CA (LAX)	24R	Washington, DC (IAD)	01R
Memphis, TN (MEM)	36L	Wichita, KS (ICT)	01L
Miami, FL (MIA)	08R		

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

(28 Jun 1990)

INTERTIE POWER LINE

Civil/Military

Caution advised between Kashwitna River 61° 50′N/150° 02′W and Cantwell 63° 22′N/148° 50′W along the Intertie Power Line. They are not marked with the international orange marker balls.

NOTAM

Civil/Military

PROVISION OF HF AERONAUTICAL MOBILE SERVICE TO AIRCRAFT OPERATING WITHIN THE ANCHORAGE ARCTIC CTA/FIR

REFERENCE HIGH FREQUENCY AERONAUTICAL MOBILE SERVICE COMMUNICATIONS SUPPORT TO AIRCRAFT OPERATING IN THE ANCHORAGE ARCTIC CTA/FIR. THIS NOTAM IS TO CLARIFY ENROUTE COM PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ARTCC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH GANDER RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. GANDER RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, GANDER RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST.

CONTRACT WEATHER REPORTING STATIONS

Civil/Military

Various contract weather reporting stations provide only periodic hourly weather and no special observations (NOSPL). Consult the Airport/Facility Directory or NOTAMs for stations not meeting FAR 121/135 requirements. **(1 Aug 85)**

TERRACE, BC, CANADA

Civil/Military

CAUTION: Kitimat area —Hydrogen burn-off area 54°02′ N 128°41′W for a 2 NM radius. Flame is invisible, avoid flight below 1000′ AGL. **(28 Oct 1982)**

POLLUTION REPORT (POLREP) FORMAT

Civil/Military

1. Pilots are requested to volunteer reports of water pollutants (oil, chemicals, dye etc.) including size, source of pollutant, on-scene weather and other significant information. The POLREP should be transmitted to the U.S. Coast Guard National Response Center (NRC), telephone 800-424-8802, via communications with either the parent command, USAF Global Command Control System Station or any U.S. Coast Guard Air Station.
2. Pollution reports should be made any time pollution is sighted within 50 nautical miles of the U.S. shoreline, on the Great Lakes, or on the navigable rivers of the United States.
3. POLREP FORMAT:
   a. Pollution substance (oil, dye, etc.)
   b. Location (latitude-longitude or radial/DME)
   c. Size of slick/polluted area (meters, yards, miles)
   d. Time discovered (UTC)
   e. Direction of movement
   f. Source (course, speed, name, if vessel)
   g. Condition of pollutant (breaking up, heavy dark streaks, pancake shape, etc.)
   h. On-scene weather (wind speed, wind direction, sea state, visibility, percent cloud cover)
   i. Identification and parent command of reporting source. **(23 Mar 1978)**

PORT VALDEZ AREA

Civil/Military

Aircraft operating outside of controlled airspace below 600 feet mean sea level in the Valdez Arm, Valdez Narrows and Port Valdez are advised to avoid flight over or near tankers in compliance with FAR 91.119C, Juneau is the coordinating Flight Service Station. **(6 Oct 1977)**

AVIATION FUEL

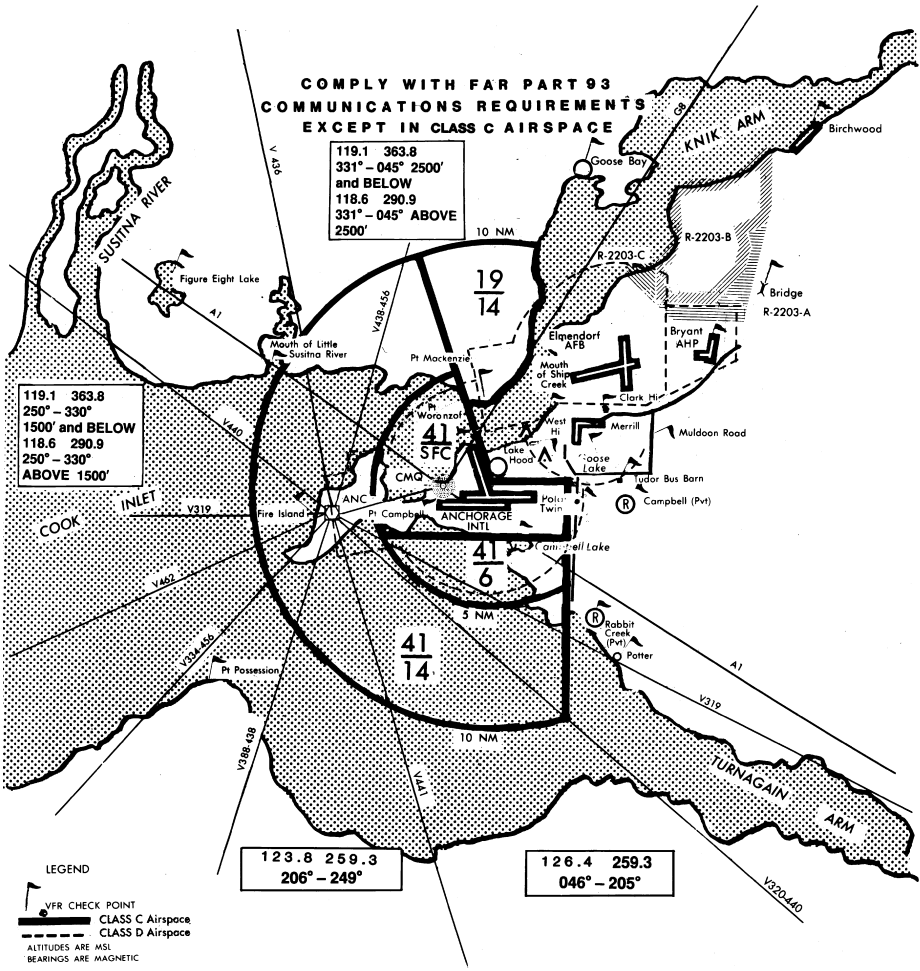
Civil

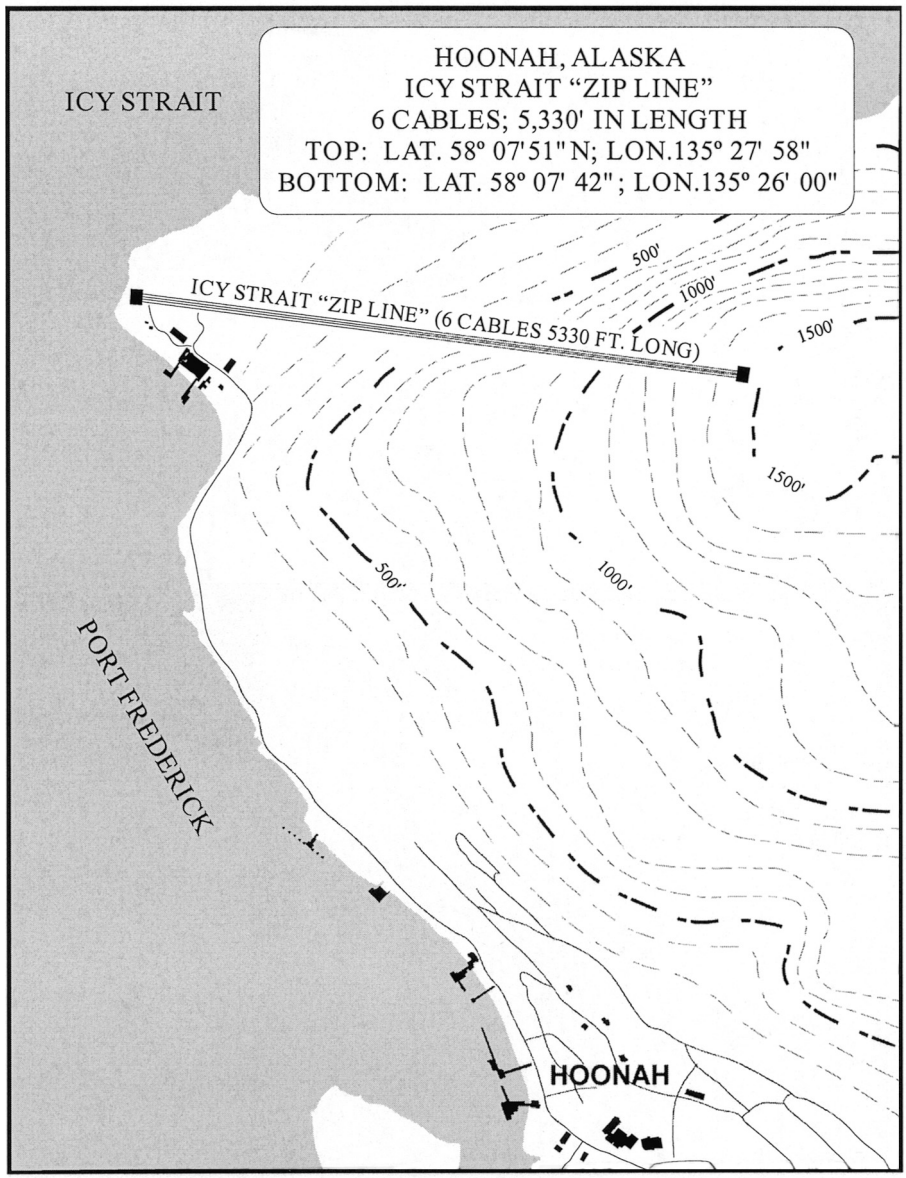
Responsibility for assuring availability of aviation fuel at enroute stops rests solely with the pilot. Confirmation of availability of fuel should be made directly with fuel dispensers at locations where refueling is planned. **(11 Aug 1977)**

CLASS C AIRSPACE

(NOT TO BE USED FOR NAVIGATION)

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT
FIELD ELEV. 152′ MSL




HOONAH, ALASKA
ICY STRAIT "ZIP LINE"
6 CABLES; 5,330' IN LENGTH
TOP: LAT. 58° 07'51" N; LON.135° 27' 58"
BOTTOM: LAT. 58° 07' 42"; LON.135° 26' 00"
ICY STRAIT
ICY STRAIT "ZIP LINE" (6 CABLES 5330 FT. LONG)
500'
1000'
1500'
1500'
500'
1000'
PORT FREDERICK
HOONAH

GENERAL NOTICES

REPORTABLE AVIATION ACCIDENTS OR INCIDENTS

The National Transportation Safety Board (NTSB) is the federal agency charged with investigating all civil and most government aviation accidents. If you are involved in an aviation accident, or reportable incident, you may fulfill your immediate reporting obligation by calling the NTSB field office in Anchorage. This office is responsible for investigating all aviation accidents that occur in Alaska. Their daytime telephone number is: (907) 271–5001. After normal duty hours, please call (907) 271–5936, and ask to speak with an NTSB investigator. Should questions arise regarding what constitutes an accident or incident, or if you have any other questions about the NTSB, please call the NTSB.

ENTRY REQUIREMENTS (CIVIL)

Air Commerce Regulations of the United States place certain responsibilities upon owners and operators of aircraft engaging in flights to and from foreign countries.

Customs, and other agencies concerned, desire to facilitate air travel to the fullest extent possible while carrying out their responsibilities. Plane operators can assist greatly by familiarizing themselves with the regulations and by complying with them under all circumstances. Failure to do so may incur substantial penalties.

The following sets forth the principal requirements of concern to private plane operators engaging in international flights. In general, a private aircraft is considered to be an aircraft owned, leased or rented by the operator or his employer and not carrying passengers or cargo for hire nor proceeding to, or returning from, a place from which or to which passengers or cargo have been or will be carried for hire. Such an aircraft may carry the owner's or operator's guests or employees. Private aircraft will not be required to file entry or departure documents.

FLIGHTS ACROSS U.S. BORDERS. — All pilots contemplating flights across U.S. borders should refer to complete regulations in latest INTERNATIONAL FLIGHT INFORMATION MANUAL. Pilots must report for inspection at the time of each entry to avoid inconveniences, additional expenses and penalties.

OVERTIME CHARGES, OTHER EXPENSES. — The operator of private aircraft will be required to pay overtime charges for inspections performed by Customs and Immigration Officers during hours other than regular office hours and on Sundays and Holidays. The operator will be required to pay transportation and all expenses, up to $25.00, incurred in connection with the inspection of aircraft at airports not manned by customs officers. The U.S. Customs Service suggests that pilots contact the customs officer direct prior to departure to obtain latest information on customs hours and estimated overtime charges, if any, since such costs sometimes are substantial.

INTERNATIONAL AIRPORTS OF ENTRY. — If the operator of a private aircraft returning to, or visiting, the United States wishes to land at an International Airport of Entry, two hours advance notice is required, but more is desired. If arrival will be after normal business hours, notice during business hours is advisable. If this is not practical, please give as much more than the required two hours as is possible. You may expedite your customs inspection by providing timely notice. The following are International Airports of Entry in Alaska.

Airport	Telephone
Juneau/Juneau Intl	907-586-7211
Wrangell/Wrangell	907-874-3415
*Wrangell/Wrangell SPB	907-874-3415

*Flight Service notification to U.S. Customs not available.

OTHER AIRPORTS. —If the operator intends to land at a place not designated as International Airport of Entry, he must obtain permission to make such landing and give advance notice of arrival to the customs office nearest the intended place of first landing. Advance notice of arrival may be included in your Flight Plan filed in Canada if destined to an airport where flight notification service is available and this notice will be treated as an application for permission to land.

The following airports in Alaska are manned by customs officers and permission to land at these airports may be obtained from the customs officers at the airport. Requests for permission should be submitted during regular office hours. If such requests are not submitted during office hours, additional advance notice (two hours or more) should be given to help prevent delay in locating an officer.

Airport	Telephone	Airport	Telephone
[3] Anchorage/Ted Stevens Anchorage Intl	907-271-6313	[2] Northway/Northway	907-778-2223
[1] Eagle/Eagle	No telephone	[2] Sitka/Sitka	907-747-3374
[3] Fairbanks/Fairbanks Intl	907-474-0307	[1 2] Skagway/Skagway	907-983-2325
[1 2] Hyder/Hyder SPB (Ketchikan)	907-225-2254	[2] Valdez	907-835-2355
[2] Ketchikan/Ketchikan Intl	907-225-2254	[1] Yukon/Ft Yukon (Fairbanks)	907-474-0307

[1] Indicates Flight Service notification to U.S. Customs not available. Flight notification service is available to airports not so marked.

[2] Indicates Landing Rights may be granted provided the aircraft is not subject to quarantine inspection by the U.S. Public Health Service. (Sec 71.46, P.H.S. Foreign Quarantine Regulations).

[3] These are called International Airports but they are not so designated by Federal Agencies and permission to land is required.

HOURS OF SERVICE. — Regular business hours of U.S. Customs Offices are 0800-1700 Local time daily.

CIS AIRSPACE. — Special attention is required when operating aircraft near Russian airspace. (See map procedures section —Buffer Zone and Non Free Flying area and also Emergency Procedures section.)

CIVIL USE OF MILITARY FIELDS

LANDING AT AIR FORCE AIRFIELDS — Except for emergencies prior permission is required for use of Air Force airfields. Information relevant to the submission of the requests, insurance requirements, landing fees, etc. may be obtained from Headquarters, 611th Air Support Squadron, 10471 20th St, Suite 201, Elmendorf AFB, AK 99506, telephone 907–552–1448. Civil aircraft landing permit applications for Air Force airfields in Alaska must be submitted to the above address a minimum of 15 days prior to first intended landing to ensure timely return of the landing permit if approved (permit must be on board aircraft for presentation upon landing). Civil aircraft landing applications for Air Force airfields outside the state of Alaska must be submitted to HQ USAF/XOO–CA, 1480 Airforce Pentagon RM 4D1010, Washington, DC 20330–1480, telephone 703–697–5967, fax 703–695–7004 a minimum of 30 days prior to first intended landing. Civil aircraft landing without prior authorization may experience extensive delays in departure and will be assessed special landing fees.

LANDING AT U.S. ARMY AIRFIELDS — Except for emergencies, prior permission is required and should be requested from the installation commander via the operations officer of the airfield concerned.

For Navy and Marine Corps Installations, prior permission should be requested at least 30 days prior to first intended landing, either from the Chief of Naval Operations (OP-513E) or the Commanding Officer of the field concerned (who has the authority to approve landing rights for certain categories of civil aircraft). An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

PARACHUTE JUMPS ONTO AIRPORTS

Pilots of jump aircraft and parachutists are reminded that Federal Aviation Regulations, Part 105, requires prior approval from airport management to parachute jump onto airports. Written approval to jump onto state-owned airports must be obtained 72 hours in advance from the Director, Division of Aviation, 4111 Aviation Ave. Anchorage, Alaska 99502.

MAGNETIC COMPASS DEVIATIONS

Extreme variations in compass deviations may be experienced due to magnetic storms at geographic latitudes greater than 60° N. The variations may have duration of several minutes to several hours and cause compass swings of 5-10°. The National Oceanic and Atmospheric Administration's Environmental Research Lab high latitude monitoring station at Elmendorf AFB provides present and forecast conditions daily. This information summary may be obtained by calling 566–1819.

USE OF RADIO ALTIMETERS

Pilots flying aircraft equipped with SCR-718 radio altimeters will assure that the altimeter is turned off within 200 NM of Clear MEWS, Alaska.

USE OF GPS DURING OUTAGE OR SERVICE LIMITATION OF VHF OMNI-DIRECTIONAL RANGE, (VOR) LAND-BASED EN ROUTE NAVIGATION AIDS

Purpose.

Due to inaccessibility, the FAA cannot always repair navigation aids in Alaska in a timely fashion. Such outages or service limitations, can have a dramatic effect on commerce, as air transportation is frequently the only means of travel. This notice is intended to provide some relief by using the Global Positioning System (GPS).

Operations.

Subject to the restrictions below, operators are authorized to use GPS equipment to navigate over portions of established routes that are affected by the temporary outage or service limitation of VOR land-based en route navigation aids.

Restrictions.

1. Properly installed IFR GPS equipment must be used.
2. There must be 23 or more GPS satellites operating. Outages of GPS satellites are published in NOTAMs. If less than 23 satellites are available, the operation can only be conducted if receiver autonomous integrity monitoring (RAIM) is predicted to be available over the associated portion of the flight plan. Owners of GPS equipment should contact their vendors to obtain information on performing this prediction.

Detection of Failures.

GPS equipment normally includes failure indications, but it is still necessary for the crew to make frequent comparison checks. If the GPS equipment alerts that RAIM is not available, cross-check to other available navigation equipment should be conducted rigorously. When RAIM is not available, the equipment cannot guarantee that it will detect failures in the GPS satellites.

RADIATION AREAS

Aircraft should avoid the following areas:

Radiation hazard area from SFC to 16,000′ MSL for aircraft out to 3 NM with externally mounted electro explosive devices (EED). Possible interference with electronic equipment for aircraft above 200 feet MSL out to 3 NM (military) or 62 NM (civilian) from a phased array antenna on NW corner of Shemya Island (52°44′N 174°05′E) on a bearing of 250° thru 028°T. These are parameters for information only.

RF radiation area from 100 feet AGL to 5000 feet MSL within a 5000 feet radius of Clear BMEW radar site.

AERONAUTICAL RADIO, INC (ARINC)

(Services available for aircraft engaged in international flight)

ARINC using Pacific common air/ground ATC frequency networks shared with other ground stations are listed below. The frequencies in use will depend on the time and conditions which affect radio propagation. International flights on the ground at ANC or within VHF range of the SEA–ANC network that are entering the NOPAC Route System within Anchorage Centers FIR boundary should contact ARINC on VHF 129.4 to obtain primary/secondary HF frequencies and verify SELCAL before entering NOPAC. If unable 129.4, primary/secondary HF frequencies may be obtained from Anchorage ARTCC, but no SELCAL is available.

CENTRAL WEST PACIFIC (CWP) NETWORK FREQUENCIES

San Francisco

MWARA — 2998, 4666, 6532, 8903, 11384, 13300, 17904 and 21985 kHz

LDOCF ⓒ — 3013, 6640, 11342, 13348, 17925, and 21964 kHz

NORTH PACIFIC (NP) NETWORK FREQUENCIES

San Francisco

MWARA — 2932, 5628, 5667, 6655, 8915, 8951, 10048, 11330, 13273, 13339, 17946 and 21925 kHz

LDOCF ⓒ — 3013, 6640, 11342, 13348, 17925, and 21964 kHz

CENTRAL EAST PACIFIC ONE (CEP-1) NETWORK FREQUENCIES

San Francisco

Extended Range VHF ⓐ — 131.95

MWARA — 3413, 5574, 8843, 13354, 3452, 6673 and 10057 kHz

LDOCF ⓒ — 3013, 6640, 11342, 13348, 17925, and 21964 kHz

Seattle

Pre-flight checks ⓑ — 5574 kHz

CENTRAL EAST PACIFIC TWO (CEP-2) NETWORK FREQUENCIES

San Francisco

Extended Range VHF ⓐ — 131.95

MWARA — 2869, 5547, 11282, and 13288 kHz

LDOCF ⓒ — 3013, 6640, 11342, 13348, 17925, and 21964 kHz

Seattle

Pre-flight checks ⓑ — 5574 kHz

SOUTH PACIFIC (SP) NETWORK FREQUENCIES

San Francisco

MWARA — 3467, 5643, 8867, 13261, and 17904 kHz

LDOCF ⓒ — 3013, 6640, 11342, 13348, 17925, and 21964 kHz

SSB capability available on all HF freqs. ⓐ Extended Range VHF. Coverage includes area within approximately 200 NM of the Hawaiian Islands and along the Hawaii–Mainland US tracks extending outward approximately 250 NM from the HNL, SFO, and LAX areas. ⓑ Call ARINC on 129.85 VHF to arrange HF checks. 129.40 available for enroute communications on SEA—ANC routes. ⓒ Users are reminded that all transmissions on the ARINC HF SSB LDOCF must be in the single sideband mode (upper sideband only). Phone patch service will be available as a normal part of the service. Communications are limited to aircraft operational control matters. Public correspondence (personal messages) to/from crew or passengers cannot be accepted. Refer questions to ARINC operations at 410–266–4430.

Aircraft operating in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC, shall maintain communications with Gander Radio and a listening or SELCAL watch on HF frequencies of the North Atlantic D (NAT D) network (2971 kHz, 4675 kHz, 8891 kHz and 11279 kHz). Additionally, and in view of reported marginal reception of the Honolulu Pacific VOLMET broadcasts in that and adjacent Canadian airspace, Gander Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM:

ARINC has operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between ARINC Communications Centers and enroute oceanic aircraft. Aircraft desiring to contact an ARINC Communications Center should use the following INMARSAT Security Numbers to call the appropriate ARINC Center:

Oceanic Area	Center	IMARSAT Number	Public Telephone Number
Pacific	SFO	436625	925–371–3920

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications. This capability will be on a ''search, find and contact'' basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 1–410–266–4430 to provide, update, or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

Direct SATCOM Voice communications is available with Anchorage Center for distress and urgency situations only. Information regarding SATCOM Voice is contained in Communications and Position Reporting, below.

THE NOPAC ROUTE SYSTEM

I. GENERAL

NOPAC traffic flows are predictable due to consumer demand, time zone differences, winds aloft and airport noise restrictions. Eastbound air traffic is heavy between 0700Z and 2100Z. Westbound air traffic is heavy between 1200Z and 1900Z, and between 2200Z and 0700Z. When the NOPAC Route System is selected as the preferred routing due to winds aloft, route saturation can occur. The most critical altitudes are flight levels 310 through 390. The lack of available preferred altitudes may necessitate destination decisions due to the vast route lengths involved.

II. NOPAC SYSTEM

The NOPAC Route System is comprised of five (5) Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two (2) northern routes are used for westbound traffic. The three (3) southern routes are used primarily for eastbound traffic except that R591 or G344 may be used for westbound aircraft crossing the Tokyo/Anchorage Flight Information Region (FIR) boundary between 0000Z and 0600Z.

III. ROUTES

R220: One-Way Westbound, Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

R580: One-Way Westbound, Even Altitudes FL180 to FL400, also FL350, FL370

A590: One-Way Eastbound, Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

R591: Two-Way; Odd Altitudes Eastbound, Even Altitudes FL300 to FL400 Westbound. Also FL300, FL320 and FL340 available Eastbound when route is part of published Eastbound PACOTS and FL350, FL370 and FL390 available Westbound when route is part of published Westbound PACOTS.

G344: Two-Way, Odd Altitudes Eastbound, Even Altitudes FL300 to FL400 Westbound. Also FL300, FL320 and FL340 available Eastbound when route is part of published Eastbound PACOTS and FL350, FL370 and FL390 available Westbound when route is part of published Westbound PACOTS.

NOTE: Radial/DME cross checks are available as follows:
for NATES on R220: SYA 329R/152DME
for ONEIL on R580: SYA 329R/102DME
for PINSO on A590: SYA 329R/052DME
for CHIPT on G344: SYA 148R/100DME

IV. TRANSITION ROUTES

Within the Tokyo FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System. Within the Anchorage FIR, certain ATS routes are used for the same purpose. These routes include: **G583, B327, B327 (For westbound use only between BAMOK and SELDM), R341, G469, A342, G215, R330, R451, R336, R338, G349 (For westbound use only).**

V. NOPAC REROUTES

Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce both coordination time and coordination errors, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit. **Example 1:** aircraft ABC101 is routed via R220 to RJTT but can not be accommodated on R220. The aircraft may be re–cleared as follows: ''ABC101 cleared to OATIS via R580, expect further clearance from ATMC after OMOTO.'' **Example 2:** aircraft ABC102 is routed via A590 to PAFA but can not be accommodated on A590. The aircraft may be re–cleared as follows: ''ABC102 cleared to SYA via R591, expect further routing from Anchorage ARTCC after AKISU.''

VI. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in all of the Anchorage FIRs, i.e. Anchorage Domestic, Oceanic and Arctic Flight Information Regions. RVSM aircraft are separated by 1000 feet vertical spacing within this stratum. Non–RVSM aircraft are separated from *all* other aircraft, both RVSM and Non–RVSM, by 2000 feet within this stratum.

LATERAL – The primary form of lateral separation within the NOPAC Route System is 25 NM lateral either side of centerline, based on Required Navigation Performance 10 (RNP—10). (See FAA Order 8400.12 for the aircraft approval process.) Non–RNP10 aircraft, and all aircraft operating below FL180, are provided standard oceanic separation (50 NM either side of centerline). Non–RNP10 aircraft operating on published NOPAC routes at or above FL300 may be provided composite separation (25 NM either side of centerline with 1000 foot vertical separation from any aircraft occupying an adjoining route where standard longitudinal (i.e. ''in trail'') separation is not available.

A combination of 50 NM lateral, based on RNP–10, and standard oceanic separation may be also be applied between aircraft pairs where one aircraft has RNP–10 approval and the other does not. The minimum lateral separation between aircraft on adjacent tracks in this case is 75 NM—one half the lateral protected airspace for each aircraft.

As noted above, standard oceanic separation will be applied between non–RNP 10 aircraft at any altitude and may be applied between all aircraft operating below FL180 unless radar service is being provided or the aircraft is within domestic control areas where domestic non–radar control procedures are applied, as in Control 1234.

LONGITUDINAL – Within the Anchorage Oceanic FIR aircraft will be provided standard oceanic longitudinal separation, i.e. 15 minutes ''in trail.'' This standard separation may be reduced to 5 minutes when the ICAO recognized ''MACH Number Technique'' is utilized. Additionally, Anchorage ARTCC has been authorized to conduct a trial of the ''10 minute longitudinal

standard'' within its Oceanic FIR. This last standard is applied regardless of the application of MACH Number Technique. In the near future Anchorage ARTCC will begin providing Automatic Dependent Surveillance – Contract (ADS–C) separation minima.

Within the Anchorage Domestic FIR, which for this discussion includes Control Areas 1234H and 1487H and the Norton Sound High Control Area, Anchorage Center utilizes the standard domestic separation minima of 10 minutes between aircraft. This separation may be reduced via other standard or special procedures. For example, Anchorage ARTCC has been authorized to utilize reduced DME/RNAV longitudinal separation for brief periods when aircraft are beyond normal VHF coverage. This procedure permits the separation of aircraft by 30 DME or 40 RNAV miles for periods beyond VHF coverage (i.e. beyond direct pilot/controller communications) for 90 minutes or less.

FLIGHT PLANS and PREFERRED ROUTES

I. Flight Plans

All operators planning IFR flight operations in the Anchorage Oceanic and Domestic Flight Information Regions west of 165° west longitude and south of 63° north latitude must file flight plans with both PAZAZQZX and PAZNZQZX. Failure to file with both system addresses may result in delay of ATC services.

Aircraft shall enter ''W'' in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM operations, in accordance with ICAO Doc 4444. Aircraft not approved for RVSM operations shall not enter ''W'' in item 10.

Aircraft shall enter ''R'' in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP operations in accordance with ICAO Doc 4444 for the route of flight. Aircraft not approved for RNP operations shall not enter ''R'' in item 10.

All aircraft flight planned to cross the Anchorage/Tokyo FIR shall be established on a NOPAC route prior to the FIR. Aircraft operating beneath the NOPAC (at or below 17,000 MSL) may flight plan via random routes. To provide Control Centers with information on intended route of flight, all operators are requested to include the following data in the route definition portion of random flight plans involving flight in the Pacific Flight Information Regions under the jurisdiction of the U.S. Federal Aviation Administration.

A. Coordinates of all turning points
B. Names, where applicable, or coordinates of points associated with transition from oceanic control areas to airways or areas where national procedures apply
C. Names of airways or descriptions of routes within such national airspace
D. Coordinates for each 5° or 10° of latitude, or for each 5° or 10° of longitude, depending on the predominant direction of flight. 10° increments should only be used when the speed of the aircraft is such that 10° will be traversed within 1 hour 20 minutes.

Operators in the NOPAC Route System are reminded that flight plans must be filed in accordance with ICAO procedures and formats. This will allow for automatic flight data processing at oceanic control centers and oceanic radio stations along the route.

Flights originating outside of Anchorage or Tokyo regions and entering oceanic airspace without intermediate stops should submit flight plans as early as possible.

In addition to the normal requirement of addressing the flight plan to all control centers en route, associated oceanic radio stations should also be addressed. This will provide those stations with information such as flight identification, SELCAL, aircraft registration, destination, and ETA, which is necessary to handle the traffic. A properly addressed flight plan, formulated in accordance with ICAO standards, will be processed automatically by oceanic centers.

When flight planning via transition tracks and/or ATS routes, list the point of entry, followed by the route designator, and finally the point of exit, e.g., KATCH – B327 – NULUK –R220 – NANAC.

To minimize flight crew and controller workload, information should be carried for routes other than the one being flown. This material should include route data, reporting points, fuel burn, winds aloft, time enroute, etc., for those routes compatible with the direction of flight. Data for routes R591 and G344 should also be carried regardless of the direction of flight as they are used for both eastbound and westbound traffic. Carrying this information will avoid unnecessary delays in the event a route or flight level other than that filed in the original flight plan is assigned by ATC. Readily available material will facilitate timely crew decisions as to their preference of alternate routes or altitudes.

II. Preferred Routes

Anchorage ARTCC will periodically issue International NOTAMs specifying the preferential routes to be flown within the Anchorage FIR. Each NOTAM will individually denote, during specified time periods, either the westbound or eastbound tracks. Flights filed contrary to these NOTAM's or preferred routes may expect reroutes, sequencing delays, and/or severe altitude restrictions for same direction, crossing, or opposite direction traffic.

Aircraft must have RVSM and RNP 10 approval from the appropriate State authority to oeprate in the NOPAC between FL290 and FL410 inclusive. Operators who do not have approval should see section D, ''Exceptions,'' below.

A. WESTBOUND

1. Aircraft entering the NOPAC Route System may use:
   a. R220 at all times utilizing even cardinal altitudes from FL180 to FL400 and FL330, FL350, FL370, FL390, FL410. Above FL410, altitudes will be assigned as per ICAO Annex 2, Appendix 3b.
      (1) Flights departing PANC or PAED shall flight plan NODLE thence R220.
      (2) Flights departing from all other airports within the Anchorage FIR and flights crossing the Edmonton/Anchorage FIR shall flight plan: OME R338 NATES R220, ENM direct NOLTI (or any route which will keep the aircraft south of ENM and north of NOSHO until joining R220 at NOLTI), or NEONN (or any fix east of NEONN on R220) thence R220 .

(3) Flights crossing the Vancouver/Anchorage FIR or the Oakland/Anchorage FIR shall flight plan one of the following: NOLTI (or any fix east of NOLTI on R220) thence R220, or ONEOX B327 NULUK R220 or via the daily Westbound PACOTS Track message.

(4) Flights utilizing R338 NATES R220, between 2200Z and 0300Z shall be able FL370 by 100NM southwest of OME. Flights unable to meet this restriction shall advise ATC as soon as possible for a reroute to R220 due to crossing non–radar traffic.

b. R580 at all times utilizing even cardinal altitudes from FL180 to FL400 and FL350 and FL370 with the following guidelines:
(1) Aircraft departing PANC or PAED shall flight plan NODLE R220 NICHO thence R580.
(2) As specified in the daily westbound PACOTS track message.
(3) Flight plan route ORVIL (or any fix cast of ORVIL on R580) thence R580.

c. R591 utilizing even cardinal altitudes from FL300 to FL400 with the following guidelines:
(1) As specified in the daily Westbound PACOTS track message.
(2) Must cross AKISU between 0000Z and 0600Z.

d. G344 utilizing even cardinal altitudes from FL300 to FL400 with the following guidelines:
(1) As specified in the daily Westbound PACOTS track message.
(2) Must cross CUTEE between 0000Z and 0600Z.
(3) When R591 is designated as a Westbound PACOTS track, but G344 is not, G344 will be available eastbound at and below FL290 only, between 2200Z and 0600Z.

2. Due to route crossing in a non–radar environment, westbound arrivals destined for RJCC (Sapporo/New Chitose), RJCH (Kakodate), or RJSM (Misawa), as well as other westbound aircraft leaving the NOPAC Route System via V51, must file via R220.

B. EASTBOUND

1. Aircraft transitioning the NOPAC Route System eastbound to North America or Europe may use:
a. A590 at all times utilizing odd cardinal altitudes from FL190 to FL410 and FL300, FL320 and FL340. Above FL410, altitudes will be assigned as per ICAO Annex 2, Appendix 3b.
b. R591 at all times unless it has been designated as a Westbound PACOTS track. R591 is then available eastbound between 0900Z and 2100Z. Odd cardinal altitudes FL190 and FL410 are utilized. Above FL410, altitudes are assigned as per ICAO Annex 2, Appendix 3b.
c. G344 at all times unless it or R591 has been designated a Westbound PACOTS track. G344 is available eastbound from 0900Z to 2100Z only, if it has been designated a Westbound PACOTS track. When R591 is designated a westbound PACOTS track but G344 is not, G344 will be available eastbound at and below FL290 only, between 2200Z and 0600Z.

C. TWO–WAY ROUTES (check the North America–Japan PACOTS Track Message for daily route usage):

1. R591 may be used as a westbound track for flights crossing AKISU between 0000Z and 0600Z when designated as a Westbound PACOTS track. R591 is closed to all traffic from 2101Z to 2359Z and from 0601Z to 0859Z when designated as a Westbound PACOTS track.
2. G344 may be used as a westbound track for flights crossing CUTEE between 0000Z and 0600Z when designated as a Westbound PACOTS track. G344 is closed to all traffic from 2101Z to 2359Z and from 0601Z to 0859Z when designated as a Westbound PACOTS track. G344 is closed to eastbound traffic at or above FL310 from 2000Z to 0600Z when R591 is designated as a Westbound PACOTS track.

D. RESTRICTIONS

1. An aircraft must not transition from one NOPAC Route to another except under the following conditions:
a. The aircraft is on a published PACOTS track or,
b. The aircraft is abeam or east of SPY.
2. An aircraft flying a published eastbound PACOTS track must not diverge from that PACOTS track until it is abeam or east of SPY.
3. An aircraft transitioning the NOPAC during the Eastbound PACOTS period, not participating in the PACOTS, must remain on or north of the northern–most PACOTS track.

E. EXCEPTIONS

1. **Civil aircraft.** not approved for RVSM operations and unable to fly to an appropriate destination at or below FL280 or at or above FL430, may flight plan at RVSM flight levels in the RVSM stratum provided the aircraft*:
a) is being initially delivered to the State of Registry or Operator, or
b) was formerly RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
c) is being utilized for mercy or humanitarian purposes.

2. Civil aircraft requesting approval as above shall:
a) if departing within the Anchorage FIR, or if Anchorage ARTCC is the first Oceanic control facility along the route of flight, obtain approval from Anchorage ARTCC Traffic Management Unit (TMU) normally not more than 12 hours and not less than 4 hours prior to the intended departure time; or
b) if entering the Anchorage FIR from another Oceanic FIR, notify the Anchorage ARTCC TMU after approval is received from the first affected Oceanic Center and prior to departure (Note: Filing the flight plan is not appropriate notification) and
c) include the remarks ''APVD non–RVSM'' in Field 18 of the ICAO Flight Plan.

Contact details for approval request or notification are as follows:

Anchorage ARTCC TMU
Tel: 1–907–269–1108

Fax: 1–907–269–1343
AFTN: PAZAZQZX

*NOTE: This approval process is intended exclusively for the purposes indicated above and not as a means to circumvent the normal RVSM approval process. Non–RVSM aircraft operating in the RSVM stratum will be separated from all other aircraft by a minimum 2000 ft vertical separation. It should be noted that RVSM approved aircraft will be given priority for level allocation over non–RVSM approved aircraft. ATC may clear non–RVSM approved aircraft to climb or descend through RVSM airspace, provided they do not climb or descend at less than the standard rate, or level off while passing through the RVSM stratum.

2. **Non–RVSM** State aircraft (military, customs, police service, etc.) requesting approval to operate in RVSM airspace shall follow the procedures outlined above the Civil Aircraft except as follows:
   a) Non–RVSM state aircraft may flight plan at RVSM flight levels in Oakland, Anchorage, Tokyo and Naha's airspace without prior coordination. State aircraft should include in the remark section ''STS/Military NON–RVSM'' in field 18 of the ICAO flight plan.
3. **Non RNP10** Aircraft. Aircraft not approved for RNP–10 operations are restricted to flight planning one of the following NOPAC routings.
   1. Westbound on R220 at all times.
   2. Eastbound on A590 at all times.
   3. Eastbound on G344 when available for eastbound flights.

The altitudes available on the above routes are at or below FL280 and at or above FL430. ATC may reroute non-RNP 10 aircraft to other than the above routes due to traffic.

COMMUNICATIONS and POSITION REPORTING

I. General

ICAO Annex 6 Part II contains standards and recommended practices adopted as the minimum standards for all airplanes engaged in general aviation international air navigation. It requires that those airplanes, operated in accordance with Instrument Flight Rules, on a controlled VFR flight plan, or at night, have installed and approved radio stations and monitor such frequencies as may be prescribed by the appropriate authority.

II. High Frequency (HF) Communications

Most North Pacific area communications are conducted on HF single sideband. Pilots communicate with control centers via oceanic radio stations. Aircraft reports, requests, and messages are relayed by the station to the appropriate air traffic control center by interphone, computer display, or teletype message. The relay function, coupled with the need for intercenter coordination, may cause delays in the handling of routine aircraft requests. There are priority message handling procedures for processing urgent messages which reduce any time lag; however, flight crews should take possible delays into consideration when requesting step climbs, reroutes, or other routine requests requiring ATC action. Delays can be reduced through advanced planning of such requests.

Due to the inherent ''line of sight'' limitations of VHF radio equipment when used for communications in international oceanic airspace, those aircraft operating on an IFR or VFR controlled flight plan beyond the communications capability of VHF will be required as per ICAO Annex 2, to maintain a continuous listening watch and communications capability on the assigned HF frequencies. An operable SELCAL unit or similar automatic signalling device fulfills this requirement. The applicable HF frequencies are listed earlier in this Supplement as part of the general purpose communication facilities operated by Aeronautical Radio, Inc. (ARINC). These facilities will be responsible for the relay of position reports and other pertinent information between the aircraft and Air Traffic Control or their respective operators.

Aircraft should establish communications with the appropriate oceanic radio station upon entering the FIR. The station will advise the aircraft of the primary and secondary HF channels in use. If possible, aircraft should monitor both of these frequencies. If the aircraft has only single HF capability, the primary should be guarded with the secondary being the first frequency checked in the event of lost communications. If the SELCAL unit is working at the time of the initial contact, the aircraft may maintain a SELCAL watch on the appropriate frequency(ies). If the SELCAL unit is inoperative or if the radio station has a malfunctioning SELCAL transmitter, the aircraft shall maintain a listening watch on the appropriate North Pacific frequency.

III. Guard Station

Pilots are reminded that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over-water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to FIR boundaries, (route R220 between Anchorage and Tokyo, for example) since it serves to facilitate communications with regard to aircraft which may experience inflight emergencies, communications, or navigation difficulties.

The oceanic radio station guarding for flight operations will normally be the station associated with the air traffic control center responsible for the FIR, i.e., San Francisco ARINC for the Anchorage FIR and Tokyo Radio for the Tokyo FIR. At the FIR boundary the responsibility for the guard will, under normal signal conditions, be changed to the station associated with each new FIR. The flight crew must ensure that they have established communications with the new guard facility.

Normally, each oceanic radio station continuously monitors all assigned frequencies. If en route HF communications fail, every effort should be made by the flight crew to relay progress reports through other aircraft. The VHF frequency 123.45 MHz is for exclusive use as an air-to-air communications channel (see paragraph IV.B. below). In emergencies, however,

initial contact for such relays may be established on 121.5 MHz (the emergency frequency guarded by all aircraft operating in the oceanic airspace) and transferred as necessary to 123.45. In normal HF propagation conditions, appropriate overdue action procedures will be taken by ATC in the absence of position reports or relays. In all cases of communications failure, the pilot should follow the oceanic clearance last received and acknowledged.

IV. VHF Communications

A. Air-to-ground:
Oceanic radio stations will normally have VHF capability within 200 nautical miles of their geographic location. The frequency is listed in the appropriate publications. This frequency may be used prior to departure from the adjacent international airport to establish communications with the radio station, or for aircraft operating within range, to relay progress reports or other messages to their company's operations.

B. Air-to-air:
Frequency 123.45 MHz has been designated for use in air-to-air communications between aircraft operating in the Pacific area out of range of VHF ground stations to exchange operational information and facilitate resolution of operational problems. (See paragraph III. above.)

C. The normal VHF (119.1 MHz) initial contact points with Anchorage ARTCC for eastbound flights established in the NOPAC are:
1. On A590, 150NM west of PINSO.
2. On R591, 150NM west of Shemya (SYA).
3. On G344, 150NM west of CHIPT.

NOTE: Initial contact may be attempted on 128.2 MHz as a backup to 119.1.

D. Westbound PACOTS flights will be advised of the appropriate Anchorage ARTCC VHF frequency by San Francisco ARINC.

V. Satellite Voice System

Satellite Voice System (SATCOM Voice) is available at Anchorage Center. Direct SATCOM Voice contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations, or other exceptional circumstances only. All routine communications should be conducted via VHF or through ARINC via either HF or SATCOM Voice. Flight crews should log onto the INMARSAT Pacific Ocean Satellite while operating anywhere within the Anchorage FIR at or south of 75N latitude. This will allow ATC to contact the aircraft when other means are not available and communication is essential. Flight crews are reminded that during long flights across the Pacific and Indian Ocean regions a loss of signal may occur at approximately 145E. The flight crew should verify logon to the correct Ocean Region satellite.

Aircraft satellite data units may be preprogrammed with the INMARSAT six digit code for easy call set–up. The INMARSAT code for Anchorage Center is 436602. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating air/ground communications. To receive SATCOM Voice service, the aircraft must already be logged onto an INMARSAT communications satellite. Direct SATCOM Voice calls to ATC should have one of the following ICAO priority levels:

1. Highest, distress or urgent situations.
2. Second highest, flight safety situations.

All other levels should be conducted through ARINC.

VI. Controller/Pilot Data Link Communications

Controller/Pilot Data Link Communications (CPDLC) service is operational throughout the Anchorage Oceanic and Domestic Flight Information Regions (FIRs). Anchorage ARTCC utilizes two separate enroute automation systems each having a different CPDLC (FANS) logon address. Use logon address PAZN for all CPDLC communications in the Anchorage Oceanic FIR and in that portion of the Anchorage Domestic FIR west of 165 degrees west longitude and south of 63 degrees north latitude. Use logon address PAZA for all other areas of the Anchorage Domestic FIR and the Anchorage Arctic FIR. Aircraft entering Anchorage FIR airspace from Canadian or Russian airspace are requested to logon at or prior to crossing the FIR boundary. Aircraft entering Anchorage FIR airspace from the Oakland or Fukuoka FIR will be provided automatic FANS addressing. Aircraft departing Alaskan airports are requested to logon after departure, but before leaving Flight Level 180. Flight crews are reminded that use of CPDLC does not remove requirements to monitor VHF/HF frequencies. Aircraft within VHF coverage may make position reports via CPDLC. Requests to ATC should be made via VHF if within VHF coverage. After logon, Anchorage ARTCC automation will provide automatic FANS address forwarding for flights entering the Magadan, Fukuoka and Oakland FIRs.

VII. Time and Place of Position Reports

A. When operating on a fixed route with designated compulsory reporting points: flight crews shall make standard position reports for those points.

B. When operating on a flexible route without designated reporting points:
1. flight crews navigating a generally east/west routing shall report over each 5° or 10° longitude (10° will be used if the speed of the aircraft is such that 10° will be traversed within 1 hour and 20 minutes or less).
2. flight crews navigating a generally north/south routing shall report over each 5° or 10° of latitude (based on aircraft speed as in B.1. above).

C. For flights operating in the Anchorage Oceanic and/or Anchorage Domestic FIR west of 165° west longitude.
1. All waypoints filed in part 15 of the ICAO flight plan (route field) must be reported as a standard position report.
2. Within this airspace position reports are to be made via ADS, CPDLC or voice communication in that order of preference.
3. In addition, aircraft with active ADS connections must make a CPDLC position report when crossing the Anchorage FIR boundary inbound to insure correct CPDLC connectivity.

4. In the event of VHF/HF or CPDLC position reporting, position reports are to be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

VIII. Position Reports Prefix

When reporting to oceanic radio stations, the prefix ''POSITION'' should be used on initial call-up or prior to the text of the message. Keep in mind that the operator is typing the report into a teletype or computer terminal. It is imperative that the person transmitting the report speak slowly and distinctly, so that the message can be correctly copied on the first attempt.

IX. Position Report Contents

Position reports made to oceanic radio stations or on VHF directly to the ATC control facility shall be comprised of information on present position, estimated next position, and the next subsequent position in sequence as indicated below.

A. ''Present Position'' shall include:
   1. The word ''position''.
   2. Aircraft identification.
   3. Reporting point name or, if not named:
      a. For east-west flights:
         1) Latitude, in degrees, and minutes, and
         2) Longitude, in degrees only (in Tokyo FIR degrees and minutes).
      b. For north-south flights:
         1) Latitude, in degrees only (in Tokyo FIR, degrees and minutes), and
         2) Longitude, in degrees and minutes.
   4. Time over reporting point in four digits.
   5. Altitude (flight level at which the aircraft is currently operating, plus the assigned altitude if other than the present altitude).
   6. Mach number being flown if assigned by ATC.

B. ''Estimated Next Position'' shall include:
   1. Name of the next compulsory reporting point or, if not named, latitude and longitude (as in A.1.a. or A.1.b. above) and,
   2. Estimated time over the next reporting point. If the estimated time at the next point is found to be in error by 3 minutes or more from that notified to ATC, a revised estimate should be forwarded to Tokyo or Anchorage Center, as applicable, as soon as possible.

C. ''Next Subsequent Position'' shall include the name (only) of the ensuing significant point along the route of flight after the ''estimated next position'' whether compulsory or not, or, if not named, latitude and longitude (as in A.1.a. or A.1.b. above).

X. Altitude Reports

Report reaching any assigned altitude within RVSM airspace unless radar identified.

XI. Weather Reporting Procedures

To minimize radio frequency congestion, routine weather reports such as winds and temperature, and fuel remaining information should not be included in position reports made directly to Anchorage ARTCC unless specifically requested. Weather reports shall be included as provided from weather reporting by the Weather Service and/or Air Traffic Service.

XII. Radar Coverage

The vast majority of the NOPAC Route System within the Anchorage FIR extends beyond the coverage of normal ATC radar.

Present radar capability is limited to sites at St. Paul Island, Cold Bay and Shemya Island, each with an approximate range of 200NM.

The radar sites at St. Paul and Shemya Islands are secondary only. Unlike primary radar, secondary radar can only receive information on aircraft with an operating transponder; it cannot paint a target based on a radar echo from the aircraft's skin. Therefore, aircraft transitioning through the radar environment with an inoperable transponder may expect severe altitude restrictions until established on their cleared NOPAC Route.

GENERAL PROCEDURES

I. Peak Traffic Constraints

Peak traffic periods are:

Eastbound – 0700Z to 2100Z
Westbound – 1200Z to 1900Z and
Westbound – 2200Z to 0800Z

Due to traffic volume, especially westbound, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels.

If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. Westbound flights can expect less than optimum flight levels at most times due to route saturation. This will reduce congestion and expedite traffic.

II. Transponder Codes

For estbound flights, Anchorage ARTCC will assign a discrete code upon initial direct communications. The normal contact points are 150NM west of PINSO, 150NM west of SHEMYA (SYA) and 150NM west of CHIPT, depending on the route of flight (see Section 3, paragraph IV.C.). If no discrete code is assigned, transponders should be set to Code 2000. For

westbounds, Anchorage ARTCC will normally assign the Mode 3/A Code 2000 at the Anchorage/Fukuoka FIR boundary. If the pilot has not been given a position at which to squawk 2000, the transponder should be changed to 2000 when crossing 164E longitude.

In general, transponders should be set to Mode 3/A Code 2000 when operating between 145E and 170E when eastbound, and between 164E and 145E when westbound. This requirement is to prevent target swapping, upon entry into the new FIR's radar coverage, of discrete beacon codes with aircraft assigned the same codes.

MACH NUMBER TECHNIQUE

I. General

The term ''MACH number technique'' is used to describe the technique of clearing turbojet aircraft operating along the same route to maintain specified MACH numbers in order to maintain adequate longitudinal separation between successive aircraft at, climbing to, or descending to, the same flight level.

Information on the planned MACH number must be included in the flight plan by pilots intending to operate turbojet aircraft in oceanic airspace. For all flights, the planned true MACH number shall be specified in item 15 of ICAO flight plans (Example, M084). The true airspeed in knots equivalent to the planned MACH number in item 15 shall be specified in the remarks section of item 18, with the abbreviation TAS and four-figure group (Example, RMK/TAS 0489.)

II. Background

The principle objective of the use of MACH number technique is to achieve improved utilization of the airspace, generally through reduced longitudinal standards. On certain long oceanic route segments ATC has no means, other than position reports, of ensuring that the longitudinal separation between successive aircraft is not reduced below the established minima. Practical experience has shown that two or more turbojet aircraft, operating along the same route at the same flight level, and flying the same MACH number, are more likely to maintain a constant time interval between each other than when using other methods. This is due to the fact that the aircraft concerned are normally subject to approximately the same wind and air temperature conditions and minor variations in speed, which might increase or decrease the spacing between them, tend to be neutralized over long periods of flight.

III. Application Procedures

When Mach number technique is applied, the normal requirement for ATC to calculate estimated times for the passage of significant points by the aircraft along its track still remains. This is necessary for both the provision of longitudinal separation between aircraft and for coordination with adjacent ATC units. ATC must be provided with the necessary data to complete this task. Thereafter, intervention by ATC should normally not be necessary unless position reports indicate that longitudinal spacing may be deteriorating to the extent that it threatens the minimum being applied, or there is conflicting traffic.

In the application of MACH Number Technique, it is imperative that pilots adhere strictly to their assigned cruise MACH number at all times, including during any climbs and descents; unless a specific reclearance is obtained from the appropriate ATC unit. If an immediate temporary change in the MACH number is essential before a revised clearance can be obtained, due to turbulence, e.g., ATC must be notified as soon as possible that a change has been made.

INFLIGHT CONTINGENCIES

I. General

The following procedures for inflight contingencies in the NOPAC Route System are intended for guidance only. All contingencies cannot be covered, but these procedures provide for such cases as inability to maintain assigned flight level, aircraft performance, or pressurization failure. They are applicable primarily when rapid descent, turn-back, or both, are necessary. The pilot's judgment shall determine the sequence of actions taken, with regard to the specific circumstances.

If an aircraft, not withstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action should be taken to regain it as soon as reasonable and not farther than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route **shall not** be delayed in anticipation of obtaining an ATC reclearance.

In contrast to operations in the domestic radar environment, operations in most oceanic areas are based on ''strategic'' clearance procedures, wherein separation depends on each aircraft navigating accurately. Any navigation error which results in the aircraft straying from the centerline of its cleared route and beyond its protected airspace could create a significant hazard, since the error would not normally be observed by Air Traffic Control.

II. Basic Procedures

A. If an aircraft experiences navigational difficulties, it is essential that the pilot inform ATC as soon as the condition is apparent so that appropriate action can be taken, as necessary, to prevent conflict with other aircraft.

B. If an aircraft is unable to continue flight in accordance with its air traffic control clearance, a revised clearance shall whenever possible, be obtained prior to initiating any action, using the radio telephone distress or urgent signals as appropriate (see notes 1 and 2 below).

Note 1. Distress call (''MAYDAY'', three times) alerts all listening parties of an emergency requiring priority handling and possible assistance from other sources.

Note 2. Urgency call (''PAN PAN'', three times) alerts all listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

C. If prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time; and, in the meantime, the aircraft shall broadcast its position (including the ATS route designator) and intentions on 121.5 at suitable intervals until air traffic control clearance is received.

NOTE: In such circumstances, communication with certain stations on VHF may be practical, e.g., Anchorage Center on 118.5 at Cold Bay, 121.4 at Dutch Harbor, 119.1 or 128.2 at St. Paul Island, 119.1 or 128.2 at Shemya, or 126.4 at Adak.

D. If unable to comply with the provisions of paragraph II.B. above, the aircraft should leave its assigned route by turning 90 degrees to the right or left, whenever this is possible. The direction of the turn should be determined by the position of the aircraft relative to the route system, i.e., whether the aircraft is outside, at the edge of, or within the system, and other known traffic, if appropriate.

E. An aircraft able to maintain its assigned altitude should, nevertheless, climb or descend 500 feet while acquiring and maintaining in either direction, a track laterally separated by 15NM from its assigned route.

F. An aircraft not able to maintain its assigned altitude should start its descent while turning to acquire and maintain in either direction a track laterally separated by 15NM from its assigned route. For subsequent level flight, a level should be selected which differs by 500 feet from those normally used.

G. Diversion across the flow of traffic: Before commencing a diversion across the flow of traffic, the aircraft should, while maintaining the 15NM offset, expedite climb above or descent below levels where the majority of Pacific oceanic traffic operate (for example, to a level above FL400 or below FL290) and then maintain a level which differs by 500 ft (150 m) from those normally used. However, if the pilot is unable or unwilling to carry out a major climb or descent, the aircraft should be flown at a level 500 ft above or below levels normally used until a new ATC clearance is obtained.

H. ETOPS Aircraft: If these contingency procedures are employed by a twin engine aircraft as a result of engine shutdown or a failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved and requesting expeditious handling.

PROCEDURES FOR WEATHER DEVIATIONS AND OTHER CONTINGENCIES IN OCEANIC CONTROLLED AIRSPACE

I. GENERAL

A. The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

B. If the aircraft is required to deviate from track and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and in the meantime, the aircraft shall broadcast its position (including the ATS route designator or the track code, as appropriate) and intentions, on frequency 121.5 Mhz at suitable intervals until ATC clearance is received.

C. The pilot shall advise ATC when deviation is no longer required, or when a deviation has been completed and the aircraft has returned to the centerline of its cleared route.

II. OBTAINING PRIORITY FROM ATC WHEN WEATHER DEVIATION IS REQUIRED.

A. When the pilot initiates communications with ATC, rapid response may be obtained by stating ''WEATHER DEVIATION REQUIRED'' to indicate that priority is desired on the frequency and for ATC response.

B. The pilot still retains the option of initiating the communications using the urgency call ''PAN–PAN'' 3 times to alert all listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

III. ACTIONS TO BE TAKEN: PILOT-CONTROLLER COMMUNICATIONS ARE ESTABLISHED.

A. Pilot notifies ATC and requests clearance to deviate from track, advising when possible, the extent of the deviation expected.

B. ATC takes one of the following actions:

1. If there is no conflicting traffic in the horizontal dimension, ATC shall issue clearance to deviate from track.
2. If there is conflicting traffic in the horizontal dimension, ATC separates aircraft by establishing vertical separation.
3. If there is conflicting traffic and ATC is unable to establish standard separation, ATC shall:
   a. Advise the pilot unable to issue clearance for requested deviation;
   b. Advise the pilot of conflicting traffic; and
   c. Request pilot's intentions.

PHRASEOLOGY: ''UNABLE (requested deviation), TRAFFIC IS (call sign, position, altitude, direction), ADVISE INTENTIONS.''

C. The pilot will take the following actions:

1. Advise ATC of intentions by the most expeditious means available.
2. In the event that pilot/controller communications cannot be established or a revised air traffic clearance is not available, pilots will follow the procedures outlined in the Regional Supplementary Procedures, International Civil Aviation Organization Document 7030, and Chart Supplement.

IV. ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED.

A. The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g., the requirement to operate on route or track centerline unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

B. If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

1. if possible, deviate away from an organized track or route system;
2. establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air, 123.45 MHz).
3. watch for conflicting traffic both visually and by reference to ACAS (if equipped);
4. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
5. for deviations of less than 10NM, aircraft shall remain at the level assigned by ATC;
6. for deviations of greater than 10NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

Route Centerline track	Deviations > 10 NM	Level change
EAST	LEFT	DESCEND 300 ft
000 – 179 magnetic	RIGHT	CLIMB 300 ft
WEST	LEFT	CLIMB 300 ft
180 – 359 magnetic	RIGHT	DESCEND 300 ft

Note: Paragraphs B2 and B3 above call for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

7. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.
8. when returning to track, be at assigned flight level, when the aircraft is within approximately 10 NM of centerline.

V. STRATEGIC LATERAL OFFSETS IN OCEANIC AIRSPACE TO MITIGATE WAKE TURBULENCE AND TO MITIGATE COLLISION RISK.

A. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal oceanic operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedures will be applied throughout the Oakland and Anchorage oceanic FIRs. This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non–normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur.

B. Strategic Lateral Offset Procedures will be applied using the following guidelines:

1. Strategic lateral offsets executed to mitigate collision risk and those executed to mitigate the effects of wake turbulence are to be made to the **right** of a route or track.
2. In relation to a route or track, there are three positions that an aircraft may fly: centerline, 1 NM or 2 NM **right**; and,
3. Offsets are not to exceed 2 NM **right** of centerline.

C. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

1. Aircraft without automatic offset programming capability **must** fly the centerline.
2. Aircraft capable of being programmed with automatic offsets may fly the centerline or offset 1 NM or 2 NM right of centerline to obtain lateral spacing from nearby aircraft.
3. Pilots should use whatever means are available (e.g. communications, visual acquisition, GPWS or TCAS/ACAS) to determine the best flight path to fly.
4. Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken.
5. For wake turbulence purposes, pilots are also to fly one of the three positions at B.2. above and never offset to the left of centerline nor offset more than 2 NM right of centerline.

NOTE: It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safety operation of the aeroplane. The use of air–to–air channel, 123.45, may be used to coordinate the best wake turbulence offset option.

6. Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point.
7. Aircraft transiting radar–controlled airspace (e.g. Guam or Vancouver Center) may remain on their established offset positions but must advise the radar controller on initial contact of their offset status.
8. There is not ATC clearance required for this procedure and, except as stated in paragraph (g), above it is not necessary that ATC be advised; and,
9. Voice position reports are to be based on the current ATC route/course clearance and not the exact coordinates of the offset position.

RVSM

I. AIR WORTHINESS AND OPERATIONAL APPROVAL AND MONITORING.

A. Operators Must obtain operational approval from the State of Registry or the State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the Pacific Air Traffic Services Providers, the FAA is maintaining a website containing documents and policy for RVSM approval. The address is: www.faa.gov/ats/ato/rvsm1.htm. In the Pacific RVSM Documentation section, ''Documents and Process for Pacific RVSM Aircraft and Operator Approval'' provides an outline of approval process events with reference to related documents.

B. If TCAS is installed in RVSM compliant aircraft, the equipment should be updated to Change 7, or later approved version, for optimum performance in RVSM airspace.

C. An essential part of the implementation of RVSM is the ability to monitor aircraft height to ensure that the aircraft height-keeping performance standard is being met. The Asia Pacific Approvals Registry and Monitoring Organization (APARMO) will process the results of monitoring. For further information on RVSM monitoring the APARMO website is: www.tc.faa.gov/act500/rvsm/aparmo_intro.htm.

II. IN-FLIGHT PROCEDURES WITHIN RVSM AIRSPACE.

A. Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA Interim Guidance 91–RVSM for pilot procedures.) The following equipment should be operating normally:

1. two primary altimetry systems;
2. one automatic altitude–keeping device; and
3. one altitude–alerting device.

B. The pilot must notify ATC whenever the aircraft;

1. is no longer RVSM compliant due to equipment failure; or
2. experiences loss of redundancy of altimetry systems; or
3. encounters turbulence that affects the capability to maintain flight level.

(See Appendix 5 of FAA Interim Guidance 91–RVSM for pilot and controller actions in such contingencies.)

C. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45 m).

D. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any assigned altitude within RVSM airspace.

III. Suspension of RVSM

Air traffic services will consider suspending RVSM procedures within affected areas of the Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000 ft.

NAVIGATION PERFORMANCE

Any operation which is conducted in international oceanic airspace on an IFR flight plan, a VFR controlled flight plan, or at night, and is continued beyond the published range of normal airways navigation facilities (VOR/DME, NDB) is considered to be a long range navigation operation. Long-range navigation in controlled airspace (CTA) requires the aircraft to be navigated within the degree of accuracy required for air traffic control (ATC), meaning the aircraft must make every effort to follow the centerline of the assigned route, the assigned altitude, as well as the speed filed or assigned. Accurate navigational performance is required to support the separation minima ATC units apply. To sustain or refine the separation minima, adherence to the cleared route must be demonstrated. The best available measurement of such adherence is obtained by radar observation of each aircraft's proximity to centerline prior to its coming into coverage of short range navigation aids at the end of the oceanic navigated portion of the flight. If an observation indicates that an aircraft was not reasonably within the airspace normally protected, the reasons for apparent deviation from centerline must be determined and steps taken to prevent recurrence and to improve overall navigation performance.

When radar is available to monitor organized oceanic route systems, Oceanic Navigational Error Reports (ONER) will be recorded on observed lateral deviations of 20NM or more, which will be investigated to determine casual factors. Pilots should understand that these reports are intended to provide data for analytically detecting any significant changes in navigational environment which may require corrective action.

The above-mentioned separation standards can be found in the International Civil Aviation Organization (ICAO) Regional Supplementary Procedures Document 7030. For flight conducted in international airspace under the jurisdiction of the United States, Air Traffic Control Handbook Chapter 8 (FAA Order 7110.65) provides a simplified version of these separation minima.

Federal Aviation Regulation (FAR) 91.703 requires that civil aircraft must comply with ICAO Annex 2 when operating over the high seas. Annex 2 states that ''Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route being flown.'' In addition, ICAO Annex 6, Part II, stipulates that an aircraft operated in international airspace be provided with the navigation equipment which will enable it to proceed in accordance with its operational flight plan; with prescribed RNP types; and with the requirements of air traffic services. This means that the navigation equipment, installed and approved, should be capable of providing the pilot with the ability to navigate the aircraft with the required accuracy.

Annex 2 further requires that an aircraft adhere to the current flight plan unless a request for a change has been made and clearance obtained from the appropriate ATC facility. Annex 2 also mandates that unless otherwise authorized and directed

by the appropriate ATC unit, controlled flights shall, insofar as practicable: a) when on an established ATS route, operate along the centerline of that route, or b) when on any other route, operate directly between the navigation facilities and/or points defining that route.

All of the aforementioned requirements contained in Annex 2 (as supplemented by Regional Supplementary Procedures Document 7030 and Annex 6) are incorporated in Section 91.1 and 91.703 of the FARs for those aircraft operating under United States civil certification in international oceanic airspace.

The FAA's William J. Hughes Technical Center, ACT–520, maintains a database of RNP–10 approved aircraft (regardless of State of Registry). Whenever an operator obtains or loses an RNP–10 approval, the operator should advise ACT–520 indicating:

1. State of registry of the aircraft, expressed, if possible, as the appropriate 2–letter identifier given in ICAO DOC 7910/71.
2. Name of the operator, expressed, if possible, as the appropriate 3–letter identifier given in ICAO DOC 8585/87.
3. State of the operator, expressed, if possible, as a designator from ICAO DOC 7910/71.
4. Aircraft type, expressed, if possible, as a designator from ICAO DOC 8643/21.
5. Aircraft mark or series.
6. The aircraft manufacturer's serial number or construction number.
7. Aircraft's registration number.
8. Make/model of long range navigation systems and number with which equipped (e.g., 3 Carousel IV INS's).
9. For INS or IRU's: approved RNP–10 time limit (e.g., 6.2 hours, 10.0 hours).
10. Aircraft's 24–bit mode S address (if applicable).
11. Name of the authority that issued or revoked the aircraft's RNP–10 approval.
12. The date of approval or revocation.
13. Document used for criteria to approve or revoke RNP–10 (e.g., FAA Order 8400.12A). If the document allows more than one method of approval, the operator should cite the method used (e.g., AFM Revision, data collection) and reference document chapter number or paragraph number.
14. Any other relevant remarks.

The above information should be submitted to the following:

William J. Hughes Technical Center, ACT–520
Federal Aviation Administration
Atlantic City Airport, NJ 08405, USA
Attn.: RNP–10 Approval

NAVIGATION PROCEDURES

I. Use of Non-Directional Beacon (NDB) For Navigation

The use of an NDB as the ''primary'' source of navigation for long range oceanic flight presents the operator with numerous limitations and restrictions that are inherent in low frequency radio equipment and the low frequency signals they receive. These include:

A. NDB navigation aids of the highest power (2000 or more watts) which are maintained and flight-checked as suitable for air navigation are limited in their usable service and/or reception range to no more than 75 nautical miles from the facility at any altitude.
B. Although the operator may be able to receive standard (AM/amplitude modulation) broadcasts with NDB equipment, primary dependence on these facilities for navigation is discouraged because of the inherent problems associated with these stations.

II. The Use of a Master Document

The navigational procedures must include the establishment of some form of master working document to be used on the flight deck. This document may be based upon the flight plan, navigation log, or other suitable document which lists sequentially the waypoints defining the routes and distances between each waypoint, and other information relevant to navigation along the cleared route. When mentioned subsequently in this section, this document will be referred to as the ''master document''.

Misuse of the master document can result in gross navigation errors being made and for this reason strict procedures regarding its use should be established. These procedures should include the following:

A. Only one copy of the master document should be used in the cockpit. (If more than one copy is provided, one may be altered to reflect reclearance and/or other relevant amendments but the other may not. Subsequently, the unaltered copy may be used to extract navigational data which results in an unintentional deviation from the current cleared route.)
B. A waypoint numbering sequence should be established from the outset of the flight and entered on the master document. The identical numbering sequence should be used in storing waypoints in the navigation computer(s).
C. An appropriate symbology should be adopted to indicate the status of each waypoint listed on the master document. Following is a typical example routing:
   1. The waypoint number is entered against the relevant waypoint coordinates to indicate that the waypoint has been inserted in the navigation computer(s);
   2. The waypoint number is circled to signify that insertion of the correct coordinates in the navigation computer(s) has been double-checked independently by another crew member;
   3. The circled waypoint number is ticked to signify that the relevant route distance information has been double-checked; and,
   4. The circled waypoint number is crossed out to signify that the aircraft has overflown the waypoint concerned.

All navigational information appearing on the master document must be checked against the best available prime source data. If an ATS route change is received or the ATC clearance is otherwise updated, the master document must be updated accordingly. Old waypoints should be clearly crossed out and the updated ones entered in their place.

When ATC clearances or reclearances are being obtained, headsets should be worn, because the inferior clarity of loud speakers has been known to result in mistakes. Two qualified crew members should monitor such clearances, one of them recording the clearance on the master document as it is received, the other checking the receipt and read-back. All waypoint coordinates should be read back in detail (except where approved local procedures make this unnecessary under the circumstances that the cleared route coincides with the filed ATS route, in which case each detail of this must be cross-checked with the master document).

III. Position Plotting

It is very helpful for crews to use a simple plotting chart to provide themselves with a visual presentation of the intended route. Merely plotting the intended route on such a chart may reveal errors and discrepancies in the navigational coordinates which can then be corrected immediately, before they reveal themselves in terms of a deviation from the ATC-cleared route. As the flight progresses, plotting the aircraft's position on this chart approximately 10 minutes after passing each waypoint will also serve the purpose of navigation cross-check, provided that the graticule is legible.
As the flight progresses in oceanic airspace, plotting the aircraft's position on this chart will help confirm (when it falls precisely on the route) that the flight is proceeding in accordance with its clearance. But if the plotted position is laterally offset, the flight may be deviating unintentionally and this possibility should be investigated at once.

IV. Relief Crew Members

Flight crews conducting very long range operations may include an extra relief pilot. In such cases, it is necessary to ensure that the navigational procedures are such that the continuity of the operation is not interrupted, particularly in respect of the handling and treatment of the navigational information.

V. System Alignment

The alignment of INS must be completed and the equipment switched to the NAV mode prior to releasing the parking brake at the ramp for push back. This takes approximately 15 minutes, but can be longer. There are various ways of ensuring that there is adequate time for this including, for example, the following:

A. Have the first crew member on the flight deck (often the crew member responsible for aircraft fueling) place the system(s) in the align mode as soon as practicable;
B. At short transit stops, leave the equipment in NAV provided that system (radial) errors are not so large as to require INS realignment. The decision to realign may depend on the size of the error as well as the length and nature of the next leg;
C. Note that INS batteries usually have a limited life (15 minutes in typical cases) and cannot be recharged on board if allowed to run down. If the INS is left in NAV during a transit stop, or if the INS has been switched on for alignment, it is imperative that an individual be responsible for monitoring ground power interruptions. Note also that some INS provide overheat protection in STBY and ALIGN but not in other modes, so that during transits at tropical terminals with this equipment, the mode selector should be put directly (i.e., not through STBY because that would initiate realignment) to ALIGN.

VI. Initial Insertion of Latitude and Longitude

Early in the course of the preflight checking procedures, the aircraft's present position (POS) should be loaded into the INS. This position must be checked against an authoritative reference source before insertion. Any latitude error in the initial position will introduce a systematic error into the calculations and cannot be removed in flight by updating the resulting erroneous indications of POS. Correct insertion of POS must therefore be checked before the ALIGN mode is selected and the inserted POS recorded in the Flight Log or master document. Subsequently, silent checks of POS should be carried out independently by both pilots during an early stage of their preflight checks.
With regard to the insertion (while on the ramp) of the initial coordinates, the following points should be taken into account:

A. In the case of some INS, insertion errors exceeding about one degree of latitude will illuminate a malfunction light. It should be noted that very few systems provide similar protection against longitude insertion errors;
B. At all times, but particularly in the vicinity of 180° longitude, care should be taken to ensure that the coordinates previously inserted are correct.

VII. Loading of Initial Waypoints

The entry of waypoint data into the navigation systems must be a coordinated operation by two persons working in sequence and independently. One should key in and insert the data and subsequently, the other should recall it and confirm it against source information. It is not sufficient for one crew member just to observe another crew member inserting the data.
Waypoint 1 should be used for the ramp position of the aircraft. At least two additional waypoints, and if possible all the waypoints relevant to the flight, should be loaded while the aircraft is at the ramp. It is, however, most important to ensure that the second waypoint is inserted accurately, rather than to endeavor to load the maximum number of waypoints. In this regard, the second waypoint should be associated with the first significant position along the route (approximately 100NM from the departure point) and positions associated with ATC SID's should not normally be used for this purpose.
During flight, at least two current waypoints beyond the sector being navigated should be maintained in the CDU until the destination ramp coordinates are loaded. The two pilots should be responsible for loading, recalling, and checking the accuracy of the inserted waypoints, one loading and the other recalling and checking them independently. Where remote loading of the units is possible, this permits one pilot to cross-check, additionally, that the data inserted by the other is accurate. In neither case, however, should this process be permitted to engage the attention of both pilots simultaneously during the flight. An alternative and acceptable procedure is for the two pilots silently and independently to load their own

initial waypoints and then cross-check them. The pilot responsible for carrying out the document rather than in the opposite direction. This may lessen the risk of his ''seeing what he expects to see'', rather than what is actually displayed.
After the initial waypoints have been loaded, the initial route (between waypoints 1 and 2) and AUTO track change should be selected.

VIII. Flight Plan Check

The purpose of this check is to ensure complete compatibility between the master document and the programming of the self-contained navigation systems.

A. DIS/TIME should be selected to check that the correct distance from the ramp position to waypoint 2 is indicated. An appropriate allowance may have to be considered at this point since the great circle distance shown on the CDU's may be less than the flight plan as a consequence of the additional mileage involved in ATC SID's. However, if there is significant disagreement, POS and waypoint 2 coordinates should be rechecked.
B. Select REMOTE and track change 1-2 and check the accuracy of the indicated distance against that listed in the master document.
C. Select DSRTK and check that the desired track indicated on the CDU is as listed in the master document. This track check will reveal any errors made in the latitude or longitude designators, i.e., north/south or east/west, of the aircraft's ramp position.
D. Similar track and distance checks should be carried out for subsequent pairs of waypoints and any discrepancies between the master document and the CDU indications checked for possible waypoint insertion errors. These checks can be coordinated between the two pilots against the information in the master document.
E. When each leg of the flight has been checked in this manner, it should be annotated on the master document by means of a suitable symbology as previously suggested.

IX. Leaving the Ramp

If the aircraft is moved prior to the NAV mode being initiated, inertial navigation systems must be realigned. In this event, the aircraft should be relocated where it will not block the gate position or otherwise interfere with airport traffic while the realignment is being carried out. After leaving the ramp, INS groundspeeds should be checked, (a significantly erroneous reading may indicate a faulty or less reliable unit). A check should be made of the malfunction codes while the aircraft is stopped but after it has taxied at least part of the way to the takeoff position. Any significant groundspeed indication while stationary may indicate a faulty unit, such as a titled platform.

X. In Flight

If the initial part of the flight is conducted along airways, the airways facilities should be used as the primary navigational aids and the aircraft navigation systems monitored in order to ascertain which system is giving the most accurate performance.

XI. Approaching the Ocean

Prior to entering the oceanic area, the aircraft's position should be checked as accurately as possible by means of external navigational aids in order to ascertain the preferred aircraft navigation system to be used for the ocean crossing. This may perhaps necessitate DME/DME, DME/VOR checks at which stage navigation system errors can be determined by comparison of displayed and actual position. There are other means of carrying out such a check, e.g., flying directly over a VOR or NDB. In the event of a significant discrepancy, e.g., greater than 6NM, the question of whether or not the affected navigation system should be updated may be given cautious consideration. Updating is not normally recommended where the discrepancy is less than 6NM. If it is decided to update the system, the proper procedures should be carried out in accordance with a prepared checklist. The duration of the flight prior to the oceanic boundary and the accuracy of the external navigational facility should be taken into consideration when determining the advisability of updating the aircraft's navigation system. For example, an NDB would not be considered advisable for this purpose, unless care is taken to track directly overhead the facility.
The navigation system which has performed most accurately since departure should be selected for autocoupling.
In view of the importance of following the correct track in oceanic airspace, some operators advise that at this stage of flight the third pilot or equivalent crew member should check the clearance waypoints which have been inserted into the CDU, using appropriate source information.

XII. Oceanic Boundary Position Report

Just prior to the oceanic boundary and just before any waypoint, the present position coordinates should be monitored, recorded and verified, and the coordinates for the next waypoint monitored and verified. Thus, when the CDU alert light comes on, the crew should proceed to note and record the aircraft's present position on the master document. This should be verified against the current effective clearance on the master document. The waypoint number on the master document should be annotated with the appropriate symbol to indicate that it has been verified.
If the oceanic boundary position report is made over a VOR facility, the appropriate radial to the first oceanic waypoint should be selected as a further check that the aircraft navigation system is tracking in accordance with the current effective clearance. If DME is also available, a distance check can be carried out as well.

XIII. At an Oceanic Waypoint

Coordinates of the next two waypoints should be verified against the master document, as suggested earlier. When sending the ATC position report, the coordinates should be copied from the master document or, alternatively, the present position and the next two forward positions can be read from the CDU. As soon as the waypoint alert light illuminates, the present position coordinates of each navigation system should be checked against the current clearance to ensure that the intended aircraft position report to ATC coincides with the actual position of the aircraft and the ATC clearance. Overhead the waypoint, the pilots should observe that the aircraft turns in the correct direction and takes up a new heading appropriate to the leg to the next waypoint. The coordinates of the next waypoint should be verified against the master document as previously described. After the ATC position report has been sent, the present position of the aircraft should

be plotted on the pilot chart to ensure that it is tracking as intended. At this stage also, the crew should be particularly alert in maintaining SELCAL watch, in view of possible ATC follow-up of the position report.

XIV. Routine Monitoring

It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode; therefore, regular checks of correct engagement should be made. Although it is common practice to display DIS/TIME, it is recommended that the navigation system coupled to the autopilot should display the present position coordinates throughout the flight. If these are then plotted on the pilot chart at approximately 20-minute intervals, they will provide confirmation at regular intervals that the aircraft is tracking in accordance with its ATC clearance. Distance-to-go information should be available on the instrument panel as previously mentioned, while the waypoint alert light provides a reminder of the imminence of the waypoint. If as an alternative, position check and verification is being made both at each waypoint and 10 minutes after each waypoint, then an additional plot 20 minutes later may perhaps to be considered counter-productive as a normal routine. Even so there may be circumstances, e.g., when the flight is down to one system only, justifying the procedure. The navigation system not being used to steer the aircraft should display cross track distance (XTK) and track angle error (TKE). These should be monitored with XTK being displayed on the HSI where feasible.

Where there is a discrepancy between the information provided by two navigation systems, the procedures detailed in paragraph XXIV. below should be applied.

XV. Use of Radar

Aircraft equipped with airborne weather radar capable of ground mapping should use it to observe any land masses as an aid in assessing the accuracy of their navigation.

NOTE: Aircraft conducting NOPAC operations under U.S. civil certification are required to be equipped with functioning weather radar approved for day and night operation and their flight crews must use it on a full time basis for monitoring navigation system accuracy.

XVI. Approaching Landfall

When the aircraft is approaching the first landfall navaid, it should acquire the appropriate inbound radial as soon as the flight crew is confident that the landfall navaid is providing reliable navigation information. The aircraft should then be flown to track, by means of radio navigation, overhead the facility, which thus becomes the primary navigational guidance after leaving the oceanic area, e.g., for direct clearance over land. Consideration should be given to updating the navigation system overhead the landfall fix, utilizing the appropriate procedures from the checklist.

XVII. Navigation System Accuracy Check

At the end of each flight, an evaluation of accuracy of the aircraft's navigation systems should be carried out in order to facilitate correction of out-of-tolerance performance. One such accuracy check, carried out when the aircraft has reached its parking position, is to remove any update s which may have been made during the flight and then determine the radial error at the ramp position. Radial errors in excess of 2NM per hour are generally considered excessive.

Records should be kept of aircraft navigation systems performance.

XVIII. Monitoring During Distractions from Routine

Training and drills should ensure that minor emergencies or interruptions to normal routine are not allowed to distract the crew to the extent that the navigation system is mishandled. If during flight the autopilot is disconnected (because of turbulence, e.g.), care must be taken when it is reengaged to ensure that the correct procedure is followed (if the system in use sets a specific value on the boundary of automatic capture, the across-track indications should be monitored to ensure recapture of the programmed flight path). It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode.

XIX. Avoiding Confusion Between Magnetic and True

To cover all navigation requirements, some airlines now produce flight plans giving both magnetic and/or true tracks (courses). If crews are changing to a new system, however, there is a risk that at some stage (e.g., partial system failure, reclearances, etc.), confusion may arise in selecting the correct values. Operators should therefore devise drills which will reduce this risk, as well as ensuring that the subject is covered during training.

Crews who decide to check or update their long range navigation systems by reference to VOR's located in the Canadian Northern Control Area should remember that they are not aligned with reference to magnetic north.

XX. Navigation in the Area of Compass Unreliability

NOTE: Full coverage of this subject, including, for example, the possible provision of runway headings in grid is beyond the scope of this section. The following should therefore be considered as general guidance only.

In an area of compass unreliability, basic INS operation requires no special procedures, but most operators feel it is desirable to retain an independent heading reference in case INS failure occurs. There are various possible ways of doing this, dependent on the instrument fit.

XXI. Deliberate Deviation from Route

Deliberate temporary deviations from route centerline are sometimes necessary, usually to avoid severe weather, but prior ATC approval should be obtained. Such deviations have often been the source of gross errors as a consequence of failing to reengage the autopilot with the navigation system. It should also be noted that selection of the ''turbulence'' mode of the autopilot will also have the effect of disengaging it from the aircraft navigation system. After use of the turbulence mode, therefore, the aircraft must be flown back to the desired route before reengaging the autopilot with the navigation system.

The following procedures have been found effective in ensuring that gross navigational errors do not result from diversions around severe weather:

A. The autopilot turn control knob is used to turn the aircraft in the desired direction;
B. The ''autopilot engage'' switch will automatically move from ''command'' to ''manual''. (The altitude mode switch will either remain in ''altitude hold'' or if in the ''altitude select'' mode will trip to ''off''.);
C. The steering CDU data selector is set to XTK TKE in order to provide a continuous display of crosstrack data;
D. If turbulence is encountered, the ''TURB'' setting on the speed mode selector may be used in which case the altitude mode switch will automatically position to ''off'';
E. Both RADIO INS switches remain in the INS position. This provides another visual display of the navigation situation on the HSI. Even when more than 8NM off track the pegged needle on the HSI is a reminder of that fact, in addition to which it will confirm whether the aircraft is tracking towards, away from, or parallel to the desired track;
F. The turn control knob should be used to maneuver the aircraft as necessary;
G. When clear of the severe weather, the aircraft should be steered back to the desired track, guidance being obtained from the steering CDU to zero the XTK indication;
H. When the aircraft has been returned to the desired route, the autopilot engage switch is selected to ''command'' and the altitude mode switch to ''altitude hold''. (The navigation mode selector should still be in the INS position.);
I. It is desirable that the entire crew, but at least the Captain and First Officer, monitor the diversion maneuver to ensure that the aircraft has been returned to the desired route and the autopilot properly reengaged for command INS operation; and
J. After return to route has been completed, check assigned MACH number and advise ATC.

XXII. ATC Reclearance

Experience suggests that when ATC issues a reclearance involving rerouting and new waypoints, there is an increase in the risk of errors being made. This situation should, therefore, be treated virtually as the start of a new flight, and the procedures employed with respect of copying the ATC reclearance, amending the master document, loading and checking waypoints, extracting and verifying flight plan information, routes and distances, etc., and the preparation of a new plotting chart should be identical to the procedures employed at the beginning of a flight. When an in-flight reclearance is involved, however, the procedures should be sure that one pilot is designated at all times to be responsible for flying the aircraft while the reprogramming of all navigation systems and other amendments to the cockpit documentation are being carried out.

In the event that the reclearance involves a direct routing, it may be advisable to retain data relevant to the original route.

XXIII. Detection of Failures

INS installations normally include comparator and/or warning devices, but it is still necessary for the crew to make frequent comparison checks. With three systems on board, the identification of a defective system should be straightforward.

With only two systems on board, experience indicates that if nothing is done by the crew until significant divergent indications become apparent, the possibility of identifying the defective unit will be very much reduced. If such a situation does in fact arise in oceanic airspace, it may be possible to contact nearby aircraft on 123.45 MHz (see Section 3, paragraph IV.B.) and obtain the read-out of spot wind (or if the aircraft are going in the same direction, drift and ground speed) making use of this information to identify the defective system.

In many cases, however, the above may be impractical. For that reason, it is recommended that a regular record of INS performance should be maintained and kept available on board for operating crews, in line with the following suggestions:

A. Before takeoff and while stationary, note the INS ground speed and POS indications. These may give some indication of relative system accuracy;
B. The accuracy of each INS unit should be noted before reaching oceanic airspace, preferably when passing some convenient short range facility. A further record should be made at destination in terms of terminal error, first taking care to cancel any inflight update which may have been made;
C. Compass deviation checks can be made to obtain deviation values for the magnetic compass systems, so that, if necessary later in the flight, the relative accuracy of INS heading outputs (and navigation data) can be checked. Though slightly complex to write up, the method is simple and potentially valuable in practice, and it has the additional advantage of reminding crews of some basic elements of navigation. Prior to entering oceanic airspace, simultaneously read both INS true heading and both magnetic compass indications. To the mean of the INS readings, apply the local variation value to give magnetic heading. Compare this value with the magnetic heading compass readings to obtain the deviation on each and retain for possible use in the ''heading method'' of determining which system is faulty (paragraph XXIV.E.).

XXIV. Determining the Faulty System

A. Check malfunction codes for indications of unserviceability.
B. Refer to the records suggested under subparagraphs XXIII.A. and B., above. These give a fairly positive clue as to which system is faulty.
C. Obtain a fix. It may be possible to use the weather radar (range marks and relative bearing lines) to determine the position relative to an identifiable landmark such as an island or the ADF to obtain bearings from a suitable NDB, in which case the variation at the position of the aircraft should be used to convert the RMI bearings to true; or if within range, the VOR, in which case the variation of the VOR location should be used to convert the radial to true heading (except when flying in the Canadian Northern Control area). (See paragraph XIX.)
D. Call some nearby aircraft on air-to-air VHF, and compare information on spot wind, or ground speed and drift. If such assistance is not available, the wind speed and direction for the DR position of the aircraft may be extracted from the prognostic chart for comparison with the readout of INS. It is emphasized, however, that the latter comparison should only be used as a last resort and preferably in conjunction with another method to confirm the result.
E. Use the heading method. Simultaneously read both INS and both magnetic compass indications. Apply the respective deviation and the local variation value to each compass reading and obtain the mean (to the nearest

degree). This should give an acceptably accurate true heading value to compare with the INS readings and to establish whether one of the INS units is defective. The following format, with typical values inserted, may assist flight crews with limited navigation experience:

Before Entering Oceanic Airspace

	#1 INS	#2 INS	#1 Comp	#2 Comp
Heading	285.7°	286.1°	290°	293°
Mean True Heading (nearest degree)		286°		
(E–) Variation (W+)		6°W		
		292°	Dev'n 2°	1°W

If INS performance check required later in flight

	#1 INS	#2 INS	#1 Comp	#2 Comp
Heading	254°	259°	265°	266°
(E+) Deviation (W–)			2°E	1°W
			267°&65	265°
(E+) Variation (W–)			12°W	12°W
Mean TH			255°	253°
			254°	

The above indicates that the navigation information provided by #1 INS is likely to be more accurate.

XXV. What to do if the Faulty System Cannot be Identified

Despite application of the methods in paragraph XXIV. above, the occasion may still arise when distance or across track differences develop between two INS systems, but the crew cannot determine which system is at fault. The majority of airlines feel that the procedure most likely to limit gross tracking errors under such circumstances is to fly the aircraft halfway between the cross track differences as long as uncertainty exists. In such instances, ATC must be advised that the flight is experiencing navigation difficulties so that appropriate clearance(s) can be issued as necessary.

XXVI. Guidance on what Constitutes a Failed System

Crews also require guidelines on how to decide when an INS should be considered to have failed, e.g., failure of INS may be indicated by the red warning light, or by self-diagnosis indications, or by an error over a known position exceeding the value agreed between an operator and its certifying authority. In general, if there is a difference greater than 15NM between the two aircraft's navigation systems (or between the three systems if it is possible to detect which are the more reliable) it is advisable to split the difference between the readings when determining the aircraft's position. If, however, the disparity exceeds 20NM, one or more of the navigation systems should be regarded as having failed, in which case ATC must be notified.

XXVII. Partial or Complete Loss of Navigation Capability

There are two navigational requirements for aircraft planning to fly through NOPAC oceanic airspace. One refers to the navigation performance which should be achieved and the other to the need to carry standby equipment with comparable performance characteristics (as stipulated in ICAO Annex 6, Part 1, Chapter 7).

Some aircraft carry triplex equipment (e.g., 3 INS) and if one system fails even before takeoff, the two basic requirements may still be satisfied and the flight can proceed normally. For aircraft with only two operational systems the following guidance is offered in respect of these general areas of failure:

A. If one system fails before takeoff, the pilot should consider delaying departure if timely repair is possible or obtaining a clearance below FL280, if practicable.

B. If one system fails before the oceanic boundary is reached, the pilot will have to consider landing at a suitable airport before the boundary, returning to the airport of departure, or obtaining a reclearance below FL280.

C. If one system fails after the aircraft has entered oceanic airspace, the pilot should normally continue to operate the aircraft in accordance with the oceanic clearance already received, appreciating that the reliability of the total navigation system has been significantly reduced. The pilot should also, however, take the following action:
   1. Assess the prevailing circumstances (e.g., performance of the second system);
   2. Prepare a proposal to ATC with respect to the prevailing circumstances (e.g., request clearance below FL280, turnback);
   3. Consult with ATC as to the most suitable action; and
   4. Obtain appropriate ATC reclearance prior to any deviation from existing clearance.

D. When, after entering oceanic airspace and one system has failed, the flight continues in accordance with its original clearance (especially if the distance ahead within oceanic airspace is considerable), the pilot should begin a special monitoring program as follows:
   1. Take special care on the operation of the remaining system, accounting for the fact that the routine method of error checking is no longer available.
   2. Check the main and standby compass system against the information available.

3. Check the performance record of the remaining equipment and, if doubt arises regarding the performance and/or reliability, consider the following:
   a. Attempt visual sighting of other aircraft or their contrails which may provide a track indication;
   b. Call the appropriate ATC facility to obtain information on aircraft adjacent to the estimated position; and/or
   c. Call on 123.45 (see Section 3, paragraph IV.B.) to establish contact with such aircraft (preferably same track/level) to obtain information which could be useful (drift, magnetic heading, wind details).

E. If the remaining system fails after entering oceanic airspace, or the remaining system gives an indic ation of degradation of performance, or neither system fails completely but the system indications diverge widely and the defective system cannot be determined, the pilot should take the following action:
1. Notify ATC;
2. Make best use of procedures specified in XXVII.D.3. above to obtain useful information;
3. Keep a special look out for possible conflicting aircraft and make maximum possible use of outside lights; and
4. If no instructions are received from ATC within a reasonable period, consider use of contingency procedures in Section 6.

NAVIGATION ERRORS

Monitoring procedures employed in regard to traffic operating in oceanic areas have given a good indication of the frequency of occurrence and the causes of navigation errors. Errors actually occur very infrequently considering the thousands of flights that are made. Navigation systems are generally so reliable now that there is some concern that this may lead to overconfidence. Aircrews, therefore, must guard against complacency.

I. Common Causes of Errors

Following are some of the more common causes of gross errors:

A. A mistake of one degree of latitude was made in inserting a forward waypoint.
B. The INS system was not reprogrammed after reclearance by ATC.
C. The autopilot was inadvertently left in the heading OR decoupled position after avoiding clouds or left in the VOR position after leaving the last domestic airspace VOR. In some cases, the mistake arose during distraction caused by SELCAL or by some flight deck warning indication.
D. The controller and the crew had different understandings of the clearance. The pilot read back not what was said, but what he wanted to hear, and the controller failed to catch the discrepancy.

II. Rare Causes of Errors

Following are examples of some rare faults which have actually occurred:

A. The lat/long coordinates displayed near the gate position at one international airport were wrong.
B. Because of a defective chip in one of the INS systems on an aircraft, although the correct forward latitude was inserted by the crew, it subsequently ''jumped'' by one degree.
C. The aircraft was equipped with an advanced system with all the coordinates of the waypoints on the intended route already on tape; the crew assumed that these coordinates were correct, but one was not.
D. The flight crew had available to them the correct coordinates for their cleared route, but unfortunately the data which they inserted into the navigation computer was from the company flight plan, in which an error had been made.

III. Lessons to be Learned

A. Never relax or be casual regarding the cross-check procedure, this is especially important towards the end of a long night flight.
B. Avoid casual radiotelephony procedures. Errors have resulted from a misunderstanding between pilot and controller as to the cleared route. Adhere strictly to proper phraseology and do not be tempted to clip or abbreviate details of waypoint coordinates.
C. Make an independent check on the gate position. Do not assume that the gate coordinates are correct without cross-checking with an authoritative source. Normally, coordinates are to the nearest tenth of a minute, but make sure that your display is not to the nearest hundredth, or in minutes and seconds. And, if you are near 180° longitude, remember the risk of confusing east and west.
D. Before entering oceanic airspace make a careful check the INS System position at or near to the last radio facility or the next to last one.
E. Do not assume that you are at a waypoint merely because the alert annunciator indicates it. Cross-check by reading present position.
F. Flight deck drills. Some tasks on a flight deck can safely be delegated to one member of the crew, but navigation, using automated systems, is emphatically not one of them. The Captain should participate in all navigation cross-check procedures.
G. Initialization errors. Always return to the ramp and reinitialize INS if the aircraft is moved before the INS NAV mode is selected. If, after getting airborne, it is found that during initialization a longitude insertion error has been made, unless you thoroughly understand drills on how to achieve the objective, you should probably turn back or make an en route stop if practicable.
H. Waypoint loading. Before departure, check to see that the computer flight plan and ICAO flight plan agree. In flight, involve two different sources in the cross-checking if possible. Do not be so hurried in loading waypoints that mistakes become likely and always check waypoints against the current ATC clearance.
I. Use a Pilot-Chart on the flight deck. Make periodic plots of position on a suitable chart and compare with current cleared track. This helps to pick up errors before getting too far from track.

J. Consider making a simple use of basic DR Navigation as a backup. Outside Polar Regions, provided that the magnetic course (track) is available on the flight log, a check against the magnetic heading being flown, plus or minus drift, will likely indicate any gross tracking error.

K. Always remember that something unusual may have happened in the last half- hour. Be continuously cognizant. There are often ways in which an overall awareness of directional progress can be maintained; e.g., the position of the sun or stars, disposition of contrails, islands or coastlines which can be seen directly or by using radar, radio navaids, and so forth. This is obvious, perhaps, but some of the errors which have occurred could have been prevented had the crew shown more of this kind of alertness.

L. If you suspect that equipment failure may be leading to divergence from cleared route, it is better to advise ATC early rather than late.

M. Because aircraft navigational equipment varies greatly between operators, some of the above lessons may not apply in your case. But remember that they may help to prevent someone else making a mistake, and may stimulate you to avoid mistakes of similar nature.

PILOT CHECKLIST

To assist pilots who are less familiar with the NOPAC Route System, the following informal checklist is provided:

1. Do you have the recommended information for each NOPAC route?
2. Do you have a reliable timepiece aboard for reference and have you had a recent accurate time check?
3. Are you sure of the serviceability of your long range navigational system?
4. Are you familiar with the MACH number technique?
5. Did you conduct a check of your airborne weather radar, if so equipped?
6. Have you preplanned your actions in case one of your long-range navigational systems fails?
7. After departure, did you conduct an HF communications check and pass your departure time to aeronautical radio?
8. Did you give ATC your climb times?
9. If eastbound between 145E and 170E, or westbound between 164E and 145E, did you set your transponder on Mode A Code 2000? If east of 170E or west of 145E, is your transponder set on the discrete code assigned by ATC?

ANCHORAGE ARCTIC FIR

I. DESCRIPTION

The Anchorage Arctic FIR generally consists of that airspace lying between 141° west longitude and 168° 58.38′ west longitude south of the geographic North Pole running approximately to 72° north latitude. The material which follows also incorporates that portion of the Anchorage Domestic FIR which overlies the north coast of the Alaskan land mass.

Traffic flows in this airspace consist of: 1. a generally east/west flow for flights transiting between North American and Asian airports via the Russian Polar airspace (commonly referred to as ‘‘Cross Polar’’ flights) and, 2. an east/west flow of flights transiting between northern European and Alaskan airports (commonly referred to as ‘‘Trans Polar’’ flights).

II. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in all of the Anchorage FIRs, i.e. Anchorage Domestic, Oceanic and Arctic Flight Information Regions. RVSM aircraft are separated by 1000 foot vertical spacing within this stratum. Non–RVSM aircraft are separated from *all* other aircraft, both RVSM and Non–RVSM, by 2000 feet within this stratum.

Aircraft within the Edmonton FIR are also separated via RVSM procedures and minima. Aircraft in the Magadan and Murmansk FIRs are separated by 500 vertical meters at and below 12,100 meters, and by 1000 vertical meters above 12,100 meters.

LATERAL – Anchorage ARTCC is authorized to utilize a 90 nautical mile (45 miles either side of centerline) separation standard between tracks.

In the adjoining FIRs, Edmonton utilizes a 60 nautical (30 nautical miles either side of centerline) separation standard based on Canadian Minimum Navigation Performance Standards (CMNPS) and Magadan/Murmansk ACC’s utilize a 60 kilometer lateral separation standard.

LONGITUDINAL – Within the Anchorage Arctic FIR the longitudinal separation standard between turbo jet aircraft is 15 minutes. This minima may be reduced thru application of the ICAO recognized MACH Number Technique.

In the adjoining the FIRs, both Canadian and Russian, the 15 minute standard is used and is reducible to 10 minutes thru application of MACH Number Technique.

III. FLIGHT PLANS and PREFERRED ROUTES

A. Cross Polar

1. All aircraft shall flight plan and report a position crossing 141° west longitude.
2. Operators flight planning ORVIT (7900.0N 16858.4W), regardless of direction of flight, shall flight plan a point along 141° west longitude over or south of OMEKA (7810.6N 14100.0W).
3. Operators flight planning NIKIN (8049.6N 16858.4W), regardless of direction of flight, shall flight plan a point along 141° west longitude over or north of COALL (8000.0N 14100.0W).

B. Trans Polar

1. Operators shall flight plan via ATS tracks M450, M451, or M452 within the Anchorage FIRs.
2. Flights filing between FYU and 141° west longitude shall flight plan via ADREW J160 or POTAT J167.

3. Preferred routes connecting with the PANC terminal area are as follows:

Northbound:
M450: ANC J115 FAI direct KARLL
M451: ANC J115 FAI direct ARBEZ
M452: ANC J115 FAI direct HARVZ
M453: ANC J115 FAI J120 FYU J160 ADREW
M454: ANC J115 FAI J120 FYU J167 POTAT

Southbound:
M450: KARLL direct TKA J125 ANC
M451: ARBEZ direct ENN J125 ANC
M452: HARVZ direct ENN J125 ANC
M453: ADREW J160 FYU J120 FAI direct ENN J125 ANC
M454: POTAT J167 FYU J120 FAI direct ENN J125 ANC

IV. COMMUNICATIONS and REPORTING

A. CPDLC – Controller/Pilot Data Link Communications service is operational in that portion of the Anchorage Arctic Flight Information Region south of 84° north latitude. Anchorage ARTCC's logon address for this airspace is PAZA. Currently aircraft entering the Anchorage Arctic FIR from Canadian or Russian airspace must perform a manual logon. Aircraft logged on to Anchorage's system and transitioning either to the Edmonton, or to the Magadan, CPDLC systems will be provided auto address forwarding service. Due to the high latitude and satellite coverage ''foot print,'' flight crews of CPDLC equipped aircraft are requested to logon on via CPDLC but must also maintain a listening watch on appropriate HF frequencies.

B. HF VOICE – High Frequency Voice Communications capability exists within the Anchorage Arctic FIR via GANDER RADIO, MAGADAN CONTROL, and SAN FRANCISCO ARINC. Utilize these services as follows:

1. ''GANDER RADIO'' on frequencies of the North Atlantic NAT D network, viz. 2971, 4675, 8891, and 11279 KHZ. Position reports along 141° west longitude in the Arctic FIR should be routinely made thru GANDER RADIO. GANDER RADIO will also relay aircraft requests to Anchorage ARTCC while the aircraft are within Anchorage FIRs.
2. ''MAGADAN CONTROL'' on frequencies 4672, 5694, 8950 or 11390 KHZ. Position reports for **WESTBOUND** flights crossing 168° 58.4′ west longitude shall be made to the appropriate Russian ACC via relay thru ''MAGADAN CONTROL.'' **EASTBOUND** flights crossing 168° 58.4′ west longitude shall relay their position reports thru GANDER RADIO.
3. ''SAN FRANCISCO ARINC.'' Aeronautical Radio INC. maintains an HF transmitter/receiver at Barrow, Alaska. Used primarily for LDOC (long distance operational control) SFO ARINC's Barrow HF site does not provide routine ATC communications relays, but may be used when other methods fail. Frequencies monitored by the Barrow site are: 3013, 6640, 11342, 13348, 17925 and 21964 KHZ.

C. SATELLITE VOICE SYSTEM – Satellite Voice System (SATCOM Voice) equipment is available at Anchorage Center and SATCOM voice contact may be possible with aircraft in the Arctic FIR depending up satellite availability. Direct SATCOM Voice contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations, or other exceptional circumstances only such as HF blackout. Under normal conditions routine communications should be conducted via VHF/CPDLC or HF Voice. Flight crews should log onto the INMARSAT Pacific Ocean Satellite. Aircraft satellite data units may be preprogrammed with the INMARSAT six digit code for easy call set-up. The INMARSAT code for Anchorage Center is 436602. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating air/ground communications. To receive SATCOM Voice service, the aircraft must already be logged onto an INMARSAT communication satellite. Direct SATCOM Voice calls to ATC should have one of the following ICAO priority levels:

1. Highest distress or urgent situations.
2. Second highest, flight safety situations.

RUSSIAN IFR ROUTES

I. General

The following information is provided as a planning aid for flights which will cross the Flight Information Region (FIR) boundary between the Anchorage and Russian FIRs (Murmansk, Magadan, Mys Schmidta, Anadyr or Petropavlovsk/Kamchatsky). **Procedures noted in bold are mandatory.** Failure to comply with these procedures may lead to delays, sub–optimal altitude assignment and/or denial of entry into the FIR. Flight Planners/Dispatchers must routinely refer to PAZA International NOTAMS for late breaking information which may extend or amend this notice.

Murmansk and Magadan FIRs contain oceanic airspace wherein oceanic Air Traffic Management (ATM) procedures are applied. Due to their latitude, routes crossing the Anchorage/Murmansk and Anchorage/Magadan FIR boundaries are referred to as ''Cross Polar routes.'' Domestic procedures are utilized for flights crossing the other Anchorage/Russian FIR boundaries. These lower latitude routes are referred to as ''Russian Trans East'' (RTE) routes. Altitude assignments within Russia are denoted in *meters*. All aircraft transiting the Anchorage/Russian FIR boundary will therefore be required to transition between feet and meters. Routings thru Russian airspace are limited to published Air Traffic Service routes and available altitudes on these routes are also limited. Entry into Russian airspace requires prior coordination and approval. Flight Planners must refer to the Russian Aeronautical Information Publication (AIP) for complete information on airspace entry requirements.

In order to establish a safe, orderly and expeditious flow of air traffic across the Anchorage/Russian FIR boundary, Anchorage ARTCC (ZAN) has established a Track Advisory (TA) program. Electronic copies of the ZAN Track Advisory User's Guide are available upon request to Anchorage ARTCC International Procedures at (907)–269–1801. The TA program is designed to assist ATC in sequencing same altitude aircraft proceeding westbound over the Russian FIR entry fixes. In

order for the TA program to work efficiently, all parties must work cooperatively by complying with the Track Advisory procedures and by keeping the TA program updated with current/correct information.

II. Procedures:

A. All westbound operators flight planning to cross the Anchorage/Russian FIR boundary at or above FL280 (or above 8600 meters) shall participate in the ZAN TA program.

B. All Cross Polar Route and Russian Trans East users shall submit formatted TA requests (TKF messages) to ZAN via NADIN/AFTN (address PANCZOZD) or ARINC (address ANCDPXA) no later than 1430Z for flights crossing the Anchorage/Russian FIR boundary between 1700Z–0700Z or no later than 0430Z for flights crossing the Anchorage/Russian FIR boundary between 0700Z–1700Z. Participants without NADIN/AFTN or ARINC access may submit their TA request via fax (907) 269–1343 or via telephone to (907) 269–1104. A gateway reservation list (GRL) will be published according to the following table:

Trackload Program	File TKF	Compile and Send GRL	Negotiation Period	Archive Time
1700Z–0700Z	0900Z–1430Z	1430Z	1430Z–0000Z	0000Z
0700Z–1700Z	0000Z–0430Z	0430Z	0430Z–0900Z	0900Z

C. Flights filing Polar or RTE routes, not meeting their GRL window, (i.e. crossing time plus 10 minutes) may expect less than optimal altitude and/or reroute.

D. Available ATS routes and associated FIR boundary crossing fixes are: DEVID G490, DEVID B480, RAMEL G491, NIKIN G226, ORVIT G494, LISKI A218, FRENK B244 or G902, KUTAL B233, VALDA G212, and BESAT G583.

E. Useable altitudes, that is altitudes which may be filed in the ZAN TA program, for routes B233, G212, G226, and G902 are: 8600, 9600, 10600 and 11600 meters. Useable altitudes for routes A218 and B244 are: 9600, 10600 and 11600 meters. Useable altitudes for routes B480 and G490 are: FL310, FL350 and FL390. Useable altitudes for routes G226, G491 and G494 are: FL320, FL340 and FL380.

F. Aircraft filing a track slot request (TKF) thru the ZAN TA program for boundary crossing fix FRENK must denote the planned airway (B244 or G902) in the remarks section of the TKF. (See current PAZA international NOTAM for TKF filing instructions.)

G. Flights planning G583 shall use one of the following transitions to MARCC:

1. **OME R338 MARCC G583.**
2. **ENM G583.**
3. **NEONN G349 MARCC G583.**

H. Aircraft filing B244, G902, B233, G212, or G583 eastbound into the Anchorage FIR shall use one of the following transitions:

A. B244/G902: Aircraft shall flight plan FRENK B244 OTZ.

B. B233: Aircraft shall flight plan KUTAL direct GAL.

C. G212: Aircraft shall flight plan VALDA direct MCG.

D. G583: Aircraft shall flight plan MARCC G583 ENM or MARCC R338 OME.

III. User Participation Group:

The Federal Aviation Administration in partnership with the Federal Air Navigation Authority of Russia (FANA) has established an Air Traffic Service Provider/User group forum for the improvement of Air Traffic Management (ATM) on the Cross Polar and RTE routes. Operators' participation in this forum is highly desired. Contact Anchorage ARTCC International Procedures at (907)–269–1801 for meeting dates/locations.

RUSSIAN VFR ROUTE

Russian Air Traffic Service (ATS) Route B-369 Visual Flight Rules (VFR) for General Aviation aircraft.

A. Route Description. Waypoints are on chart; route width: 10 kilometers, altitudes: 1500-3000 meters. Route is available for operations 2100/0400 UTC Winter, 2000/0300 UTC Summer except Saturday and Sunday. Consult Russian VFR Enroute Chart YKD-11 and Russian Aeronautical Information Publication (AIP)

B. Advanced flight permission required. Request for single flight permissions of foreign civil aircraft on B-369 must be submitted in accordance with procedures contained in the Russian AIP. The request may be submitted in Russian or English and must be sent to both the International Relations Department of Civil Aviation and to the Central Department of Operational Services (CDOS) of Civil Aviation. The request must be submitted from 0900-1800 (Moscow time) except Saturdays, Sundays and Russian Federation public holidays. The submission must be on form "N" a minimum of 5 full working days in advance of intended flight. It is recommended that flight permission is requested at least 14 full working days in advance. B-369 begins at the U.S./Russian border and is ENTIRELY within Russian airspace. Pilots need to be familiar with and comply with all Russian Laws and Regulations while operating in Russian airspace including Customs, Immigration, and Agriculture, etc. A valid passport and Russian Visa is required. Consult the Russian AIP, or other commercial source, for pertinent aeronautical flight data. Aeronautical Flight Information for the Russian Federation is available from these known sources: 1) Russian AIP, which is published and distributed by the State Civil Aviation Authority of Russia, Center of Aeronautical Information of Civil Aviation. Contact: State Aviation Authority of Russia, State Unitary Enterprise, Centre of Aeronautical Information of Civil Aviation (SUE CAI CA) Svobody str. 67, Moscow, 123364; telephone: country code 7, (095) 492-3131; Fax: country code 7, (095) 948-5909; Email: caica@dol.ru. 2) The only known commercial source is published by Jeppesen, in their Airway Manual - Eastern Europe and Eurasia coverage. A trip kit can be ordered from Jeppesen, 1-800-799-9090. 3) Russian VFR En route Chart YKD-11, which covers the Chukotka area of Eastern Russia including Provideniya Bay Russia, can be obtained from the either the Alaska Airmen's Association (1-800-464-7030) or the printer, AO "AviaComInfo", 107078, Moscow, Bolshoy Kozlovsky st. 11/1, Russia; Telephone: country code 7, (095) 208-3304, Fax: country code 7, (095) 208-3403.

C. 4096 Code transponder required for operation on B-369. Each person operating an aircraft into or out of the United States on B-369 SHALL operate the transponder, including altitude encoding equipment if installed, and SHALL reply on the appropriate code or as assigned by Nome FSS. In addition, the aircraft SHALL comply with the transponder on requirements and ADIZ penetration procedures of 14 CFR part 99.

D. ICAO flight plan required. All aircraft intending to operate on B-369 to or from the U.S. must file an ICAO flight plan one (1) hour before intended departure. Aircraft departing the U.S. must file the ICAO flight plan with Nome FSS. The estimated border crossing time at BATNI and the CDOS flight permission number must be included in the Remarks section of the ICAO flight plan. Flight planned cruising levels for VFR flight on B-369 SHALL be in meters using QNH altimeter setting in accordance with Russian AIP.

E. Transportation Security Administration (TSA) waiver required. In accordance with Special Notice Operations to/from Locations Outside the U.S., issued as a domestic and international NOTAM, a waiver must be obtained from the U.S. TSA prior to operations on B-369 to or from the U.S. Waiver application must submitted at least seven (7) days in advance. Application form and further information is available on the internet at http://www.intl.faa.gov. Then select: waiver process for flight operations.

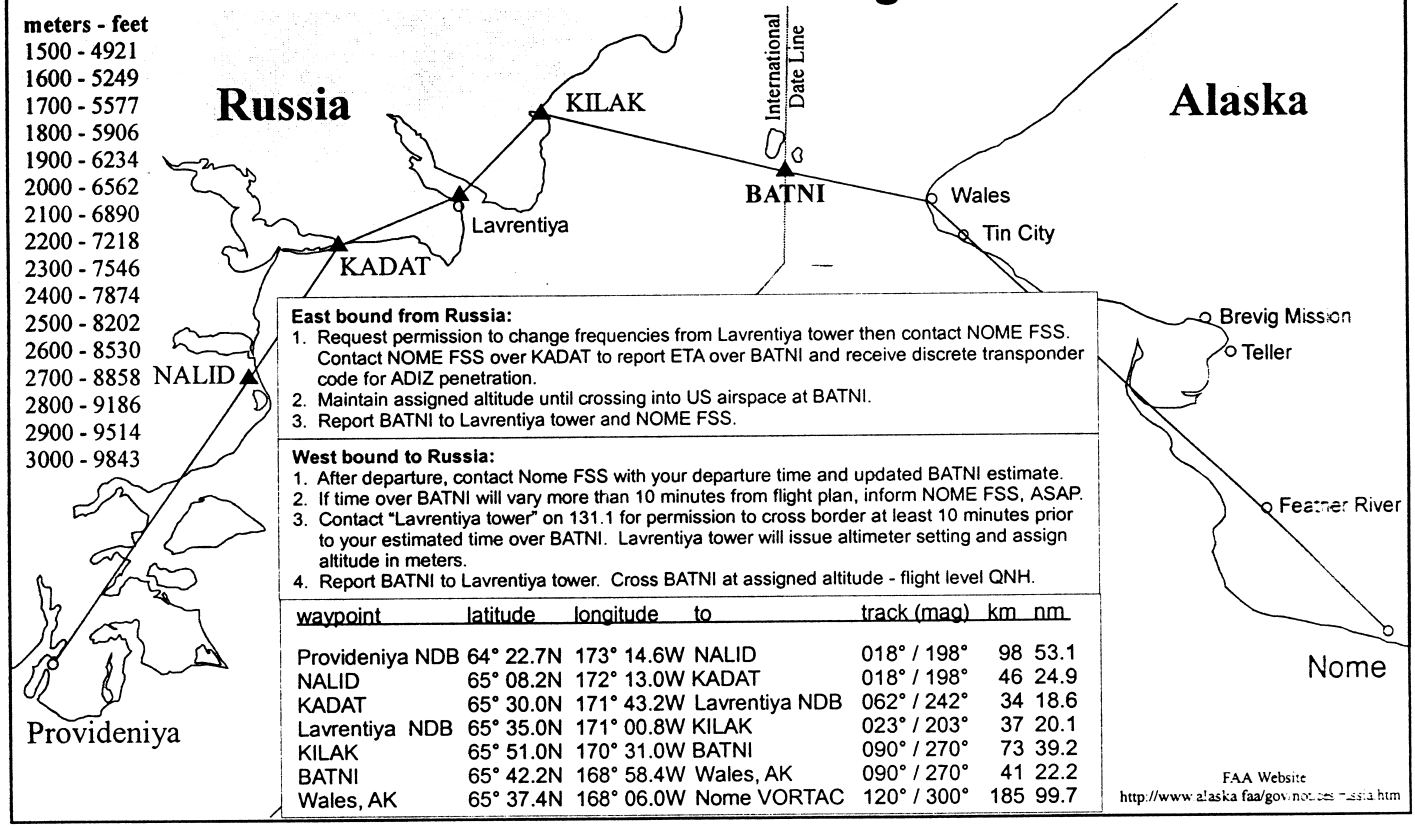
F. Route Procedures - Aircraft departing the U.S. will be assigned a discreet transponder code by Nome FSS in accordance with DVFR procedures. Aircraft delayed more than 20 minutes from their flight plan departure time must notify Nome FSS of the delay. Once airborne, if estimated border crossing time at BATNI changes by more than 10 minutes, aircraft must notify Nome FSS of their new BATNI estimate.West bound aircraft from the U.S. must contact Lavrentiya Tower on freq 131.1 for permission to cross the Russian border and altitude assignment 10 minutes prior to their estimated time over BATNI. East bound aircraft bound for the U.S. SHALL request permission from Lavrentiya Tower, freq 131.1, to contact Nome FSS over KADAT with their estimated time over BATNI and request a discreet transponder code assignment for U.S. border crossing.

G. Additional information can be obtained from the Nome FSS 1-800-478-8400, the Alaskan Region Flight Standards division 907-271-5514, or at http://www.alaska.faa.gov/at/russia.htm.

Pilots are reminded that they are expected to be familiar with all available information concerning the flight in accordance with 14 CFR 91.103. Pilots must familiarize themselves with all applicable aeronautical information and should contact Nome FSS for a complete briefing prior to conducting any flight operation on this route.

H. In addition, all aircraft failing to adhere to these procedures may be subject to interception. If capable, aircraft should maintain a listening watch on VHF Guard 121.5 or UHF 243.0. It incumbent on all aviators to know and understand their responsibilities if intercepted. Review the AIM, Chapter 5, section 6, paragraph 5-6-2 for Intercept Procedures.

VFR Route - Border Crossing Procedures



East bound from Russia:

1. Request permission to change frequencies from Lavrentiya tower then contact NOME FSS. Contact NOME FSS over KADAT to report ETA over BATNI and receive discrete transponder code for ADIZ penetration.
2. Maintain assigned altitude until crossing into US airspace at BATNI.
3. Report BATNI to Lavrentiya tower and NOME FSS.

West bound to Russia:

1. After departure, contact Nome FSS with your departure time and updated BATNI estimate.
2. If time over BATNI will vary more than 10 minutes from flight plan, inform NOME FSS, ASAP.
3. Contact "Lavrentiya tower" on 131.1 for permission to cross border at least 10 minutes prior to your estimated time over BATNI. Lavrentiya tower will issue altimeter setting and assign altitude in meters.
4. Report BATNI to Lavrentiya tower. Cross BATNI at assigned altitude - flight level QNH.

waypoint	latitude	longitude	to	track (mag)	km	nm
Provideniya NDB	64° 22.7N	173° 14.6W	NALID	018° / 198°	98	53.1
NALID	65° 08.2N	172° 13.0W	KADAT	018° / 198°	46	24.9
KADAT	65° 30.0N	171° 43.2W	Lavrentiya NDB	062° / 242°	34	18.6
Lavrentiya NDB	65° 35.0N	171° 00.8W	KILAK	023° / 203°	37	20.1
KILAK	65° 51.0N	170° 31.0W	BATNI	090° / 270°	73	39.2
BATNI	65° 42.2N	168° 58.4W	Wales, AK	090° / 270°	41	22.2
Wales, AK	65° 37.4N	168° 06.0W	Nome VORTAC	120° / 300°	185	99.7

FAA Website
http://www.alaska.faa.gov/notices_russia.htm

AREA NOTICES

Landing at National Parks, Monuments, Preserves, and Wildlife Refuges

1. Prior authorization by the Superintendent is required for all helicopter landings. The National Park Service requests that pilots maintain a minimum distance of 2,000 feet from the nearest ground mass to minimize wildlife disturbance.

2. Glacier Bay National Park: Restricted from landings in non–motorized waters. Restrictions change seasonally, contact Glacier Bay staff for current restrictions (907–697–2230). Landings and takeoffs shall not be made on beaches or tidal flats or within one nautical mile of any tidewater glacier in the national park. If authorized by the Superintendent, helicopters may land at selected sites where deemed essential in the conduct of prospecting and mining activities.

3. Contact Information:

Denali National Park & Preserve	907–683–2294
Gates of the Artic National Park & Preserve	907–692–5494/907–457–5752
Glacier Bay National Park and Preserve	907–697–2230
Katmai National Park and Preserve (includes)	907–246–3305
includes Aniakchak National Monument	
Kenai Fjords National Park	907–224–2132
Klondike Gold Rush National Historic Park	907–983–2921
Lake Clark National Park and Preserve	907–781–2218/907–271–3751
Tongass National Forest (includes)	907–228–6202

includes Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Maurelle Island Wilderness, Tracy Arm Fords Terror Wilderness, Cornation Island Wilderness, Peters Creek Duncan Salt Chuck Wilderness, Warren Island Wilderness, Misty Fjords National Monument, Pleasant–Lemesurier–Inian Island Wilderness, West Chicagof Yakobi Wilderness, Karta River Wilderness, South Etolin Wilderness, Young Lake Wilderness, Kootznoowoo Wilderness, and South Prince of Wales Wilderness.

Western Arctic National Parklands: (includes)	907–442–8300

includes Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve.

Wrangler — St. Elias National Park and Preserve	907–822–5234
Yukon — Charlie Rivers National Preserve	907–547–2234/907–457–5752

4. Internet websites:
Forest Service: http://www.fs.fed.us/r10/
Fish and Wildlife website: http://alaska.fws.gov
National Park Service website: http://www.nps.gov/carto/AKPAA.html

Kenai National Wildlife Refuge:

1. The operation of aircraft on the Kenai NWR, except in an amergency, is permitted only as authorized in designated areas as described below. These areas are also depicted on a map available from the refuge manager: Kenai NWR Manager, P.O. Box 2139, Soldotna, Alaska 99669, telephone (907) 262–7021.

(a) within the Canoe Lakes unit, Andy Simons unit, and Mystery Creek units of hte Kenai Wilderness, ONLY the following lakes are designated for airplane operations:

Canoe Lake Unit

Scenic Lake, Nekutak Lake, Shoepac Lake, Norak Lake, Bird Lake, Grouse Lake, King Lake, Bedlam Lake, Taiga Lake, Vogel Lake, Cook Lake, Showshoe Lake, Wilderness Lake, Mull Lake, Tangerra Lake, and Sandpiper Lake.

Pepper Lake, Gene Lake, and Swanson Lake are ONLY open for sports icefishing.

Andy Simons Unit

Upper Russian Lake, Twin Lakes, Emerald Lake, High Lake, Lower Russian Lake, Iceburg Lake, Green Lake, Kolomin Lake, Pothole Lake, Harvey Lake, Martin Lake, Windy Lake, Dinglestad Glacier terminus lake, Wusnesenski Glacier terminus lake, Tustumena Lake, all wilderness lakes within one mile from the shoreline of Tustumena Lake and all unmanned lakes in sections 1 & 2, T.1 S., R.10 W, and section 4, 5, 8, & 9, T.1. S., R.9 W, Seward Mountain, AK.

Mystery Creek Unit

All unmanned lakes in section 11, T.6 N, R.5 W., Seward Mountain, AK.

(b) Airplanes my operate on all lakes outside of the Kenai Wilderness, except those lakes with recreational developments, including, but not limited to, campgrounds, campsites, and public hiking trails connected to road waysids. The non–wilderness lakes CLOSED to aircraft operations are as follows:

North Sterling Highway

Cashka Lake, Dolly Varden Lake, West Lake, Mosquito Lake, Watson Lake, Rainbow Lake, Dabbler Lake, Lili Lake, Forest Lake, Afonasi Lake, Upper Jean Lake, Anertz Lake, Weed Lake, Silver Lake, Breeze Lake, and Imeri Lake.

All lakes in the Skilak Loop Area (south of Sterling Highway and north of Skilak Lake) are closed to aircraft except that airplanes may land on Bottenintnim Lake, which is open year–round and Hidden Lake, which is open only for sport ice fishing.

South Sterling Highway

Headquarters Lake is restricted to administrative use only.

2. Notwithstanding any other provision of these regulations, the operation of aircraft is prohibited between May 1 and September 30, inclusive, on any lake where nesting trumpeter swans and/or their broods are present, except Windy and Lonesome Lakes where the closure is between May 1 and September 10, inclusive.

3. The operation of wheeled aircraft, at the pilot's own risk, is only authorized on the unmaintained Big Indian Creek Airstrip, on gravel areas with ½ mile of Wusnesenski Glacier terminus lake, and within the SE ¼, section 16 and SW ¼, section 15, T.4 S, R.8W., Seward Mountain.

4. Airplanes may operate only within designated areas on the Chickaloon Flats, as depicted on a map available from the refuge manager, (907) 262–7021.

5. Airplane operation is permitted on the Kasilof River, the Chickaloon River outlet, and the Kenai River below Skilak Lake from June 15 through March 14. All other rivers on the NWR are closed to aircraft.

6. Internet website: http://akaska.fws.gov/nwr/kenai/index.html

National Wildlife Refuge Contact Information:

1. Alaska Maritime NWR — Homer, AK — (907) 235–6546
2. Alaska Peninsula NWR — King Salmon, AK — (907) 246–3339
3. Arctic NWR — Fairbanks, AK — (907) 456–0250
4. Becharof NWR — King Salmon, AK — (907) 246–3339
5. Innoko NWR — McGrath, AK — (907) 524–3251
6. Izembek NWR — Cold Bay, AK — (907) 532–2445
7. Kanuti NWR — Fairbanks, AK — (907) 456–0329
8. Kenai NWR — Soldotna, AK — (907) 262–7021
9. Kodiak NWR — Kodiak, AK — (907) 487–2600
10. Koyukuk NWR — Galena, AK — (907) 656–1231
11. Nowitna NWR — Galena, AK — (907) 656–1231
12. Selawik NWR — Kotzebue, AK — (907) 442–3799
13. Tetlin NWR — Tok, AK — (907) 883–5312
14. Togiak NWR — Dillingham, AK — (907) 842–1063
15. Yukon Delta NWR — Bethel, AK — (907) 543–3151
16. Yukon Flats NWR — Fairbanks, AK — (907) 456–0440

Landing at State Refuges, Critical Habit Areas, and Sanctuaries

State of Alaska, Department of Fish and Game (ADF&G) website:
http://www.state.ak.us/adfg/habitat/geninfo/refuges/refuges.htm

Alaska Department of Fish and Game, Juneau (907) 465–6160 phone, (907) 465–2772 fax

Region 1 — Southeast Alaska, (907) 267–2342 phone, (907) 267–2464 fax

Mendenhall Wetlands Refuge, Yakataga Refuge, Stan Price (Admiralty Island) Sanctuary, Chilkat River Critical Habitat Area, Dude Creek Critical Habitat Area

Region 2 — Southcentral and Western Alaska, (907) 267–2342 phone, (907) 267–2464 fax

Anchorage Coastal Refuge, Cape Newenham Refuge, Goose Bay Refuge, Izembek Refuge, McNeil River Refuge, Palmer Hay Flats Refuge, Susitna Flats Refuge, Trading Bay Refuge, Walrus Islands Sanctuary, McNeil River Sanctuary, Anchor River/Fritz Creek Critical Habitat Area, Chilkat River Critical Habitat Area, Cinder River Critical Habitat Area, Clam Gulch Critical Habitat Area, Copper River Delta Critical Habitat Area, Dude Creek Critical Habitat Area, Egegik Critical Habitat Area, Fox River Flats Critical Habitat Area, Homer Airport Critical Habitat Area, Kalgin Island Critical Habitat Area, Kachemak Bay Critical Habitat Area, Pilot Point Critical Habitat Area, Port Heiden Critical Habitat Area, Port Moller Critical Habitat Area, Redoubt Bay Critical Habitat Area, Tugidak Island Critical Habitat Area, and Willow Mountain Critical Habitat Area

Walrus Islands Sanctuary — Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58°36′N, 159°58′W.). Access to Round Island or adjacent waters requires written permission from ADF&G. Flight less than 2,000 feet above ground level and than 1 mile may violate the Marine Mammal Protection Act and/or the Federal Airbourne Hunting Act, regardless of their level of impact on wildlife.

McNeil River Sanctuary — Pilots are requested to maintain a minimum altitude of 1,000 feet above ground level within a 2 mile radius of McNeil River Falls located 1 mile upstream from the mouth of McNeil River in order to minimize disturbance to concentrations of brown bears during the period June 15 through September 15. The State has established a permit program which regulates human activities in the sanctuary and limits the number of persons allowed at the Falls each day.

Region 3 — Northern and Interior Alaska, (907) 459–7279 phone, (907) 456–2259 fax

Creamer's Field Refuge and Minto Flats Refuge

LANDING AT STATE PARKS AND RECREATION SITES

Civil/Military

The landing of aircraft in Chugach State Park is prohibited except on Bold Airstrip. Practice landings and the dropping or pickup of objects or persons using aircraft are prohibited everywhere in the park without written permission of the Director, Alaska State Parks.

The use of aircraft is allowed in the following areas except for the purpose of practice landing:

(1) Alaska Marine Parks
(2) Bonnie Lake State Recreation Site
(3) Captain Cook State Recreation Area
(4) Denali State Park
(5) Johnson Lake State Recreation Area
(6) Kachemak Bay State Park
(7) Kenai River Special Management Area
(8) Long Lake State Recreation Area
(9) Rocky Lake State Recreation Area
(10) Wood-Tikchik State Park
(11) Kachemak Bay State Wilderness Park (on saltwater and saltwater beaches)
(12) Chilkat State Park (on saltwater).

NANCY LAKE STATE RECREATION AREA: Except as indicated below, the use of aircraft is allowed except for the purpose of practice landing. The use of float-equipped aircraft is prohibited on:

(1) South Rolly Lake
(2) Bald Lake
(3) Tanaina Lake
(4) Milo Lake
(5) Ardaw Lake
(6) Jacknife Pond
(7) Frazer Lake
(8) Little Frazer Lake
(9) Charr Lake
(10) Owl Lake
(11) James Lake
(12) Chicken Lake
(13) Big Noluck Lake
(14) Little Noluck Lake
(15) Milo Pond
(16) the Echo Ponds
(17) Candlestick Lake
(18) Buckley Lake and
(19) Skeetna Lake.

LANDING AT DESHKA RIVER OUTDOOR RECREATION AREA

Extensive Use May 15 to July 15
CTAF Frequency 122.9

Civil/Military

This area is located at approximately 61° 40′N 150° 19′W (Big Lake Vortac 275° 11.6NM). It is a very high use seasonal recreation area which is reached by float plane, wheel planes and boats. A large portion of these recreation area users are boaters. There are frequent conflicts between aircraft and boats within this area. The conflict occurs when aircraft utilize the river to drop off and pick up users.

LASER LIGHT DEMONSTRATIONS
Fairbanks, AK

Civil/Military

Laser research is being conducted intermittently by the University of Alaska Geophysical Institute from the top of the Elvey Building, 800′ MSL, located at 64 51 35.68N/147 50 50.25W, FAI 025/6.3, at an angle of 1 degree. This beam should not be a hazard to normal flight, but may be injurious to pilots'/passengers' eyes within 87 feet of the source. Cockpit illumination–flash blindness may occur beyond this distance. Fairbanks AFSS 907–474–0788 is the FAA coordination facility.

BOEING FIELD/KING COUNTY INTERNATIONAL AIRPORT
SEATTLE, WASHINGTON

Civil/Military

All users: Boeing Field Airport Traffic Control Tower is authorized to conduct simultaneous same direction operations to parallel runways, between sunrise and sunset, for Category II aircraft and smaller.

Temporary Flight Restrictions (TFRs) for Avalanche Control at

ATIGUN PASS -JUNEAU -THOMPSON PASS -TURNAGAIN ARM

When necessary for avalanche control, the State of Alaska, Department of Transportation (DOT) will call Anchorage ARTCC Watch Desk (907) 269-1103 and request that TFRs be placed around areas of live firing for avalanche control. At times, they will only have an hour or two, for notification purposes, prior to firing. Listed below are the areas of control and altitudes that they will be requesting. The State of Alaska DOT employees will use the Pass name and Block numbers to refer to each individual TFR. The FAA will issue each NOTAM using the coordinates specified below.

ATIGUN PASS .

Surface to 12,600 feet MSL

5 NM radius, centered at 68º07'47"N 149º28'40"W

JUNEAU.

Surface to, 10,000 feet MSL
58º16'09"N 134º22'41"W to 58º18'08"N 134º22'13"W to 58º16'54"N.134º18'21"W to the point of beginning.

THOMPSON PASS

SFC TO 12,180 feet MSL (All BLOCKS)

BLOCK 1: 61º05'50"N 145º51'00"W (firing point) to 61º02'00"N 146º07'00"W to 61º11'00"N 146º04'00"W to point of beginning.

BLOCK 2: 61º09'04"N 145º43'22"W (firing point) to 61º13'43"N 145º28'27"W to 61º07'00"N 145º25'00"W to 61º02'00"N 145º33'00"W to point of beginning.

BLOCK 3: 61º12'26"N 145º28'24"W (firing point) to 61º19'25"N 145º24'34"W to 61º17'00"N 145º12'00"W to 61º09'00"N 145º13'00"W to point of beginning.

BLOCK 4: From 61º19'01"N 145º17'51"W (firing point) to 61º17'00"N 145º30'00"W to 61º21'00"N 145º36'00"W to 61º26'00"N 145º22'00"W to point of beginning.

TURNAGAIN ARM

Surface to l0,000 feet MSL (ALL BLOCKS)

BLOCK 1: From 60º58'00"N 149º25'30'W to 60º59'00"N 149º23'30'W to 60º57'45"N 149°18'00'W to 60º58'05"N 149º10'50'W to 60º57'05"N 149°09'55"W, thence following the Alyeska Highway in a southerly direction to 60º 56'30"N 149º10'15"W, thence following the Seward Highway in a westerly direction to the point of beginning.

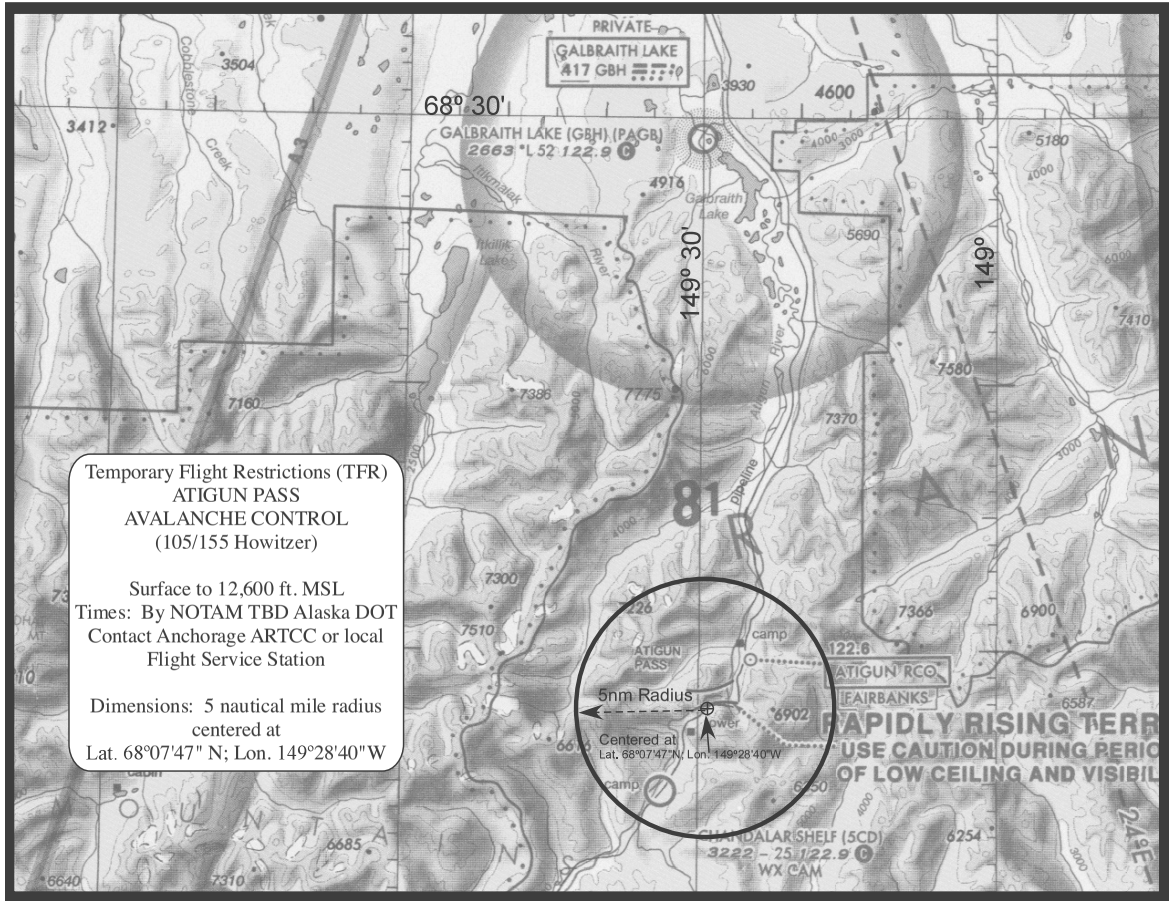
BLOCK 2: From 60º55'03"N 149°08'00"W to 60º56'40"N 149º05'20'W to 60º52'40"N 148º56'40"W to 60º51'00"N 149º00'40"W, thence following the Seward Highway in a northwesterly direction to the point of beginning.

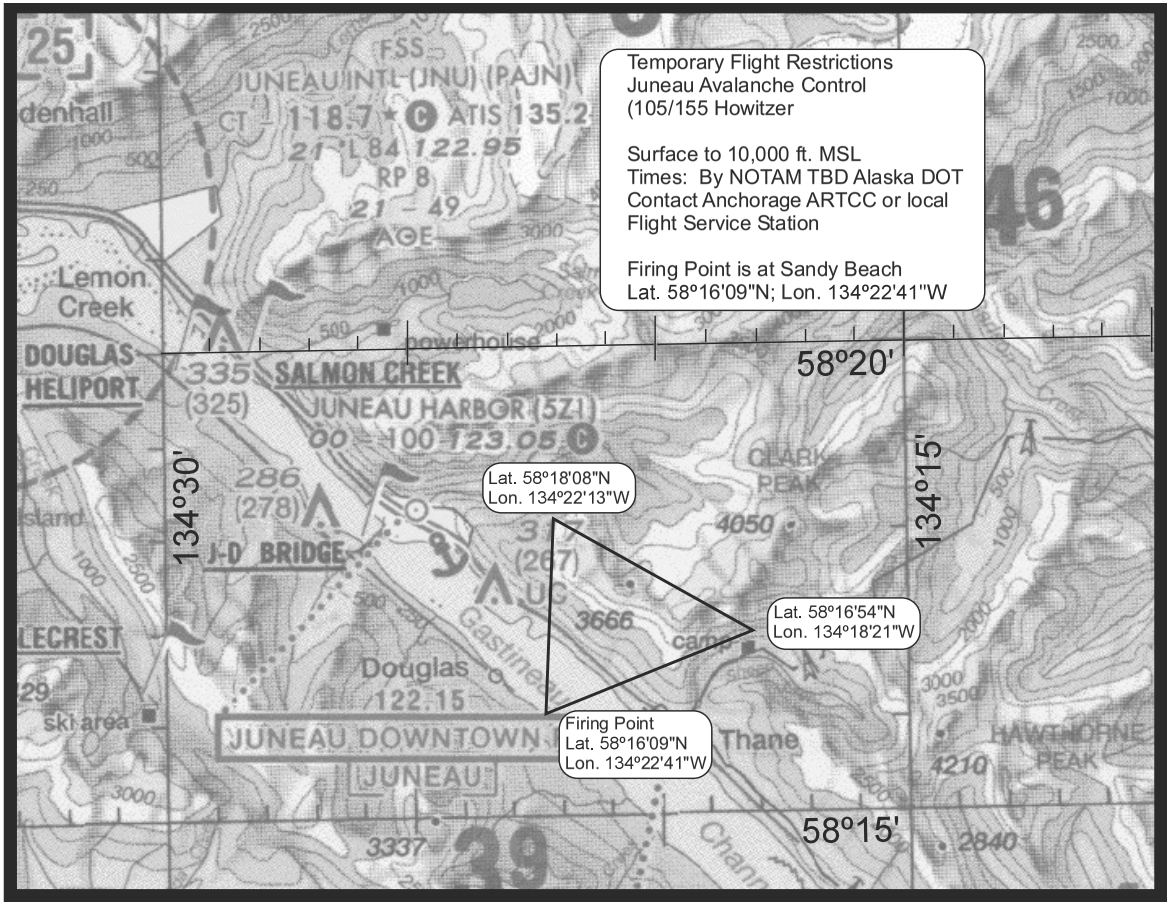
BLOCK 3: From 60º51'30"N 148º56'20"W to 60º49'30"N 148º38'00"W to 60º43'30"N 148º43'00"W to 60º46'30"N 148º59'00"W to the point of beginning.

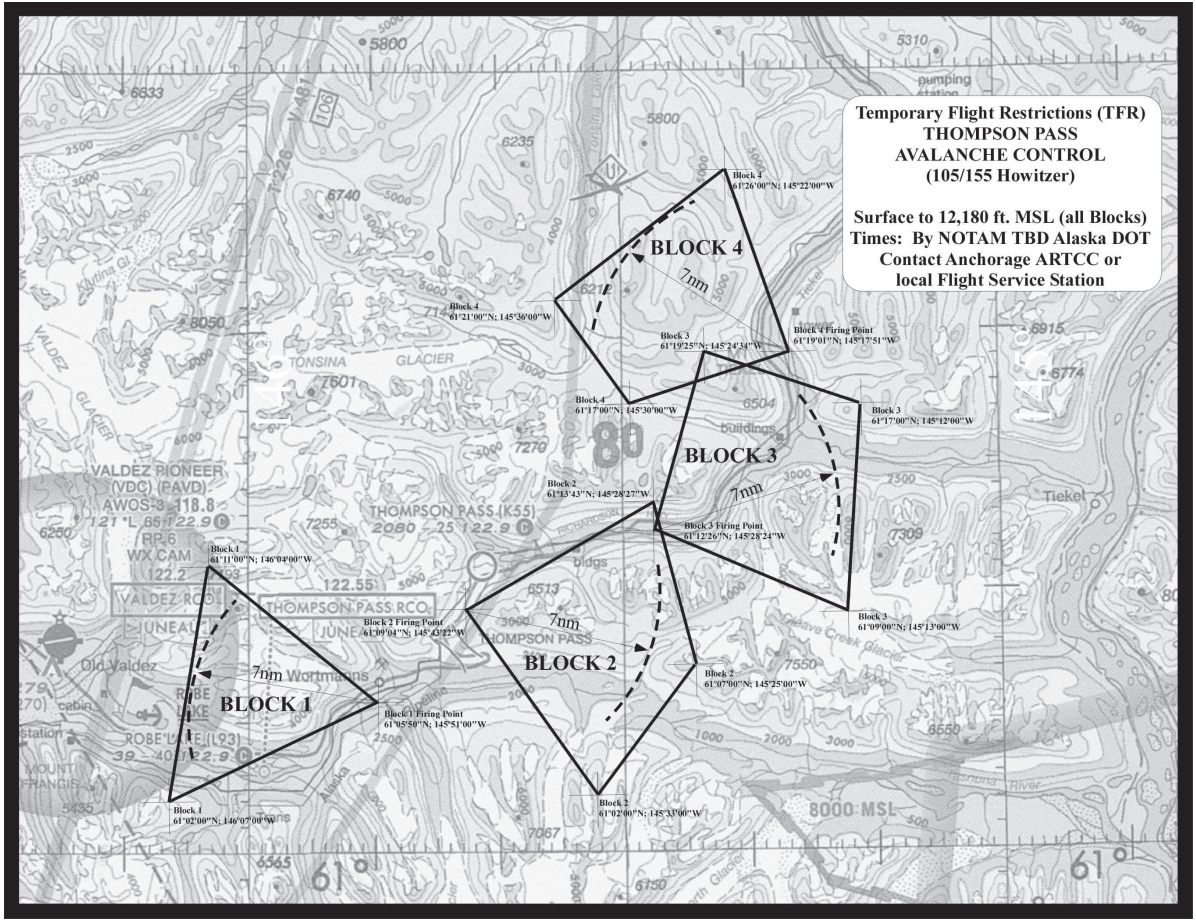
BLOCK 4: From 60º43'10"N 149º03'20'W to 60º40'20"N 148º56'40"W to 60º36'30"N 149°00'10'W to 60º34'20"N 149'06'20"W to 60º36'35"N 149°O8'40"W to 60º41'45"N 149º07'00"W to the point of beginning.

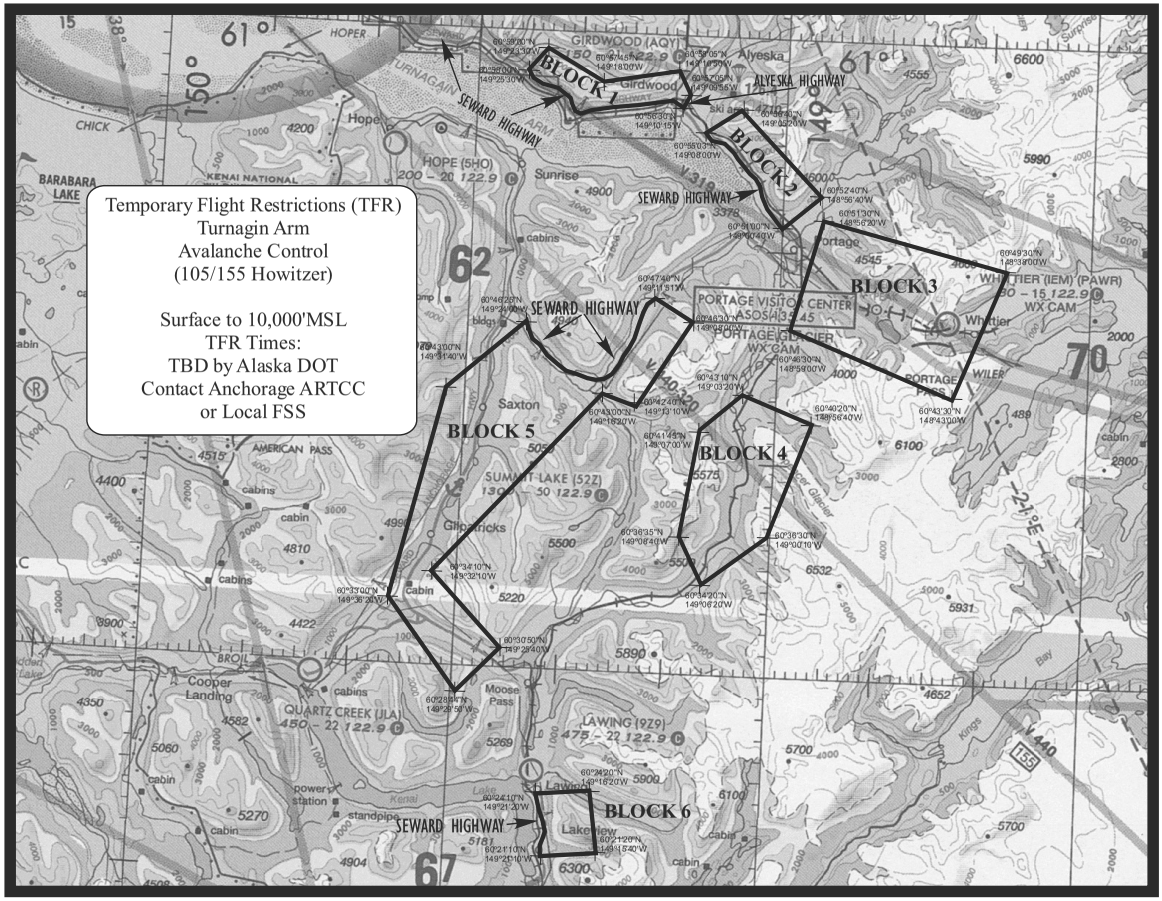
BLOCK 5: From 60º47'40"N 149°11'51"W to 60º46'30"N 149'O8'00"W to 60º42'40"N 149º13'10"W to 60º43'00"N 149º16'20"W to 60º34'10"N 149º32'10"W to 60º30'50"N 149º25'40'W to 60º28'44"N 149º29'50"W to 60º 33'00"N 149º36'20"W to 60º43'00"N 149º31'40'W to 60º46'25"N 149º24'00'W thence in a southeasterly direction and northeasterly direction following the Seward Highway to the point of beginning.

BLOCK 6: 60º24'10"N 149º21'20"W to 60º24'20"N 149º16'20"W to 60º21'20"N 149º15'40"W to 60º21'10"N 149º21'10"W thence following the Seward Highway in a northerly direction to the point of beginning.


Temporary Flight Restrictions (TFR)
ATIGUN PASS
AVALANCHE CONTROL
(105/155 Howitzer)
Surface to 12,600 ft. MSL
Times: By NOTAM TBD Alaska DOT
Contact Anchorage ARTCC or local
Flight Service Station
Dimensions: 5 nautical mile radius
centered at
Lat. 68°07'47" N; Lon. 149°28'40"W
5nm Radius
Centered at
Lat. 68°07'47"N; Lon. 149°28'40"W
68° 30'
149° 30'
149°
PRIVATE
GALBRAITH LAKE
417 GBH
GALBRAITH LAKE (GBH) (PAGB)
2663 L 52 122.9
ATIGUN PASS
ATIGUN RCO
122.6
FAIRBANKS
CHANDALAR SHELF (5CD)
3222 – 25 122.9
WX CAM
RAPIDLY RISING TERR
USE CAUTION DURING PERIO
OF LOW CEILING AND VISIBIL


Temporary Flight Restrictions
Juneau Avalanche Control
(105/155 Howitzer
Surface to 10,000 ft. MSL
Times: By NOTAM TBD Alaska DOT
Contact Anchorage ARTCC or local
Flight Service Station
Firing Point is at Sandy Beach
Lat. 58°16'09"N; Lon. 134°22'41"W
Lat. 58°18'08"N
Lon. 134°22'13"W
Lat. 58°16'54"N
Lon. 134°18'21"W
Firing Point
Lat. 58°16'09"N
Lon. 134°22'41"W
58°20'
58°15'
134°30'
134°15'
JUNEAU INTL (JNU) (PAJN)
JUNEAU HARBOR (5Z1)
SALMON CREEK
DOUGLAS HELIPORT
J-D BRIDGE
Douglas
JUNEAU DOWNTOWN
JUNEAU
Thane
Lemon Creek
CLARK PEAK
HAWTHORNE PEAK
ski area
powerhouse
camp


Temporary Flight Restrictions (TFR)
THOMPSON PASS
AVALANCHE CONTROL
(105/155 Howitzer)
Surface to 12,180 ft. MSL (all Blocks)
Times: By NOTAM TBD Alaska DOT
Contact Anchorage ARTCC or
local Flight Service Station
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
7nm
Block 1
61°11'00"N; 146°04'00"W
Block 1 Firing Point
61°05'00"N; 145°51'00"W
Block 1
61°02'00"N; 146°07'00"W
Block 2 Firing Point
61°09'04"N; 145°42'22"W
Block 2
61°13'43"N; 145°28'27"W
Block 2
61°07'00"N; 145°25'00"W
Block 2
61°02'00"N; 145°33'00"W
Block 3 Firing Point
61°12'26"N; 145°28'24"W
Block 3
61°17'00"N; 145°12'00"W
Block 3
61°09'00"N; 145°13'00"W
Block 3
61°19'25"N; 145°24'34"W
Block 4 Firing Point
61°19'01"N; 145°17'51"W
Block 4
61°26'00"N; 145°22'00"W
Block 4
61°21'00"N; 145°36'00"W
Block 4
61°17'00"N; 145°30'00"W
8000 MSL
VALDEZ PIONEER
(VDC) (PAVD)
AWOS-3 118.8
THOMPSON PASS (K55)
THOMPSON PASS RCO
VALDEZ RCO
Old Valdez
Wortmanns
TONSINA GLACIER
Tiekel
buildings
bldgs
pumping station
Heave Creek Glacier
Tsaina River
Alaska
61°


Temporary Flight Restrictions (TFR)
Turnagin Arm
Avalanche Control
(105/155 Howitzer)
Surface to 10,000'MSL
TFR Times:
TBD by Alaska DOT
Contact Anchorage ARTCC
or Local FSS
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
SEWARD HIGHWAY
ALYESKA HIGHWAY
PORTAGE VISITOR CENTER
PORTAGE GLACIER
WX CAM
WHITTIER (IEM) (PAWR)
GIRDWOOD (AQY)
HOPE (5HO)
SUMMIT LAKE (5ZZ)
QUARTZ CREEK (JLA)
LAWING (9Z9)
Girdwood
Alyeska
Hope
Sunrise
Portage
Whittier
Saxton
Gilpatricks
Cooper Landing
Moose Pass
Lawing
Lakeview
BARABARA LAKE
KENAI NATIONAL
AMERICAN PASS
TURNAGAIN ARM
Kenai Lake
Kenai River
Bay
Glacier
power station
standpipe
cabins
cabin
camp
bldgs
WILER PASS
BROIL
CHICK
-21°E

Army Shadow Unmanned Aircraft System (UAS) Operations in Alaska

Five (5) UAS corridors will be used to transition the UASs from their launch areas to the Restricted Areas R–2202, R–2203, & R–2205. Information concerning the daily use of these corridors may be obtained by reviewing current NOTAMS or by contacting the Special Use Airspace Information Service for Donnelly, Allen, Firebird, and Husky Corridors. Information concerning the daily use of the Bryant Corridor can be obtained by reviewing current NOTAMS or by contacting Anchorage Approach. ''The Department of the Army is responsible at all times for collision avoidance with nonparticipating aircraft and the safety of person or property on the surface during all phases of the UAS flight.'' At no time will the Shadow UAS fly in other than visual meteorological conditions (VMC). Operations of the Shadow UAS outside these defined corridors are not authorized.

Definition of the Corridors:

Allen Army Airfield (AAAF) corridor to R2202:

(a). Upon launch vicinity N66°00′ W145°44′ the UAS climbs to maintain VFR between 4,000 feet AGL and 6,000 AGL over the airfield and then departs on a westerly heading to N63°58′ W145°49′ over the Delta River, then southwest over the river for entry in R2202 at N63°57′ W145°51′. The corridor will be 500 m either side of centerline. Altitude in the corridor will be between 4,000 and 6,000 feet AGL.

(b). Recovery procedures will follow the reverse course. Altitude in the corridor will be between 4,000 and 6,000 feet AGL. The UAS will maintain a minimum of 4,500 feet AGL until over the airfield before descending and beginning the approach.

Donnelly Flight Landing Strip (FLS) Corridor to R2202:

(a). Upon launch vicinity N63°50′ W145°44′ the UAS climbs to maintain VFR between 4,000 feet and 6,000 feet AGL over the FLS then departs on a westerly heading for 5 km for entry into R2202 at N63°50′ W145°50′. The corridor will be 500 m either side of centerline. Altitude in the corridor will be between 4,000 and 6,000 feet AGL.

(b). Recovery procedures will follow the reverse course. The UAS will depart R2202 at N63°50′ W145°50′ on an easterly heading to the Donnelly FLS for recovery. The corridor will be 500 m either side of centerline. Altitude in the corridor will be between 4,000 feet and 6,000 feet AGL. The UAS will maintain between 4,000 feet and 6,000 feet AGL until over the FLS before descending and beginning the approach.

Firebird DZ Corridor to R2205:

(a). Upon launch the UAS climbs VFR to maintain between 4,000 feet AGL and 6,000 feet AGL and then departs the drop zone vicinity of N64°37′ W146°39′ on a northeasterly heading along Johnson Road for 4 km to N64°39′ W146°36′ for entry into R2205. The corridor will be 500 m either side of centerline. Altitude in the corridor will be between 4,000 feet and 5,000 feet AGL. Prior to launch the unit will contact Eielson Range Control by radio or telephone to ensure the airspace is clear purposes and to maintain visual contact with the UAS until it enters R2205.

(b). Recovery procedures will follow the reverse course. Altitude in the corridor will be betwwen 4,000 feet and 6,000 feet AGL.

Husky DZ Corridor to R2205:

(a). Upon launch the UAS climbs VFR to between 4,000 feet AGL and 6,000 feet AGL and departs the drop zone vicinity of N64°46′ W147°05′ on an easterly heading for approximately 15 km to N64°45′ W146°46′ for entry into R2205. The corridor will be 500 m either side of centerline. Altitude in the corridor will be between 4,000 and 6,000 feet AGL. Prior to launch the unit will contact Eielson Range Control by radio or telephone to ensure the airspace is clear of traffic.

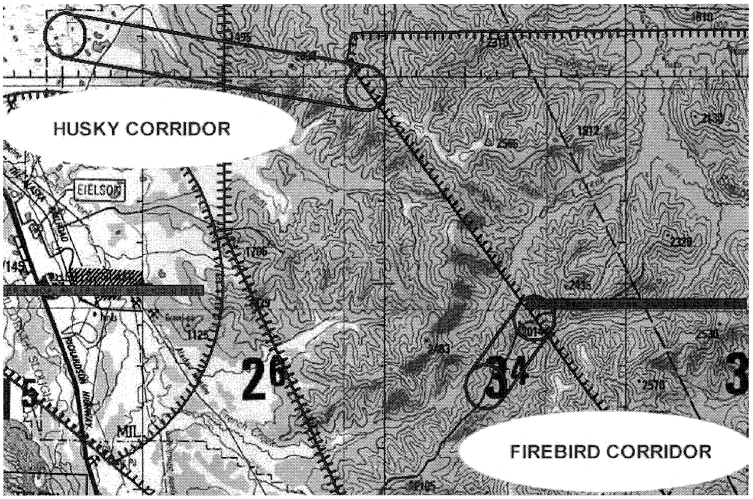
(b). Recovery procedures will follow the reverse course. Altitude in the corridor will be between 4,000 and 6,000 feet AGL. The UAS will maintain between 4,000 and 6,000 feet AGL until over the DZ before descending and beginning the approach.

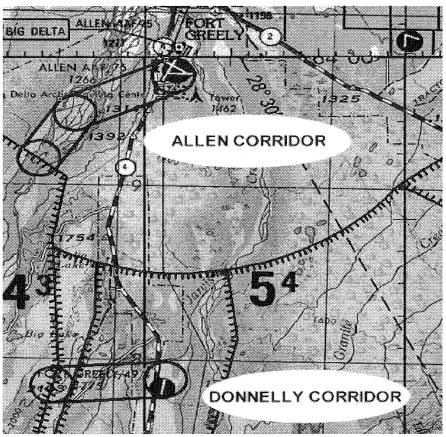
Bryant Army Airfield Corridor to R2203:

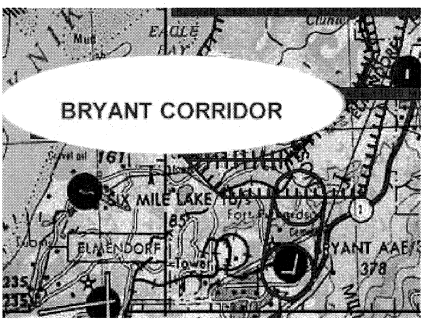
(a). Upon launch vicinity N61°16′ W149°40′ the UAS departs heliport on a northerly heading to N61°17′ W149°39′ for entry into R2203. The corridor will be 500 m either side of centerline. Altitude in the corridor will be at or below 2,000 feet AGL. Prior to launch the unit will monitor and then broadcast intended launch on the Bryant AAF CTAF frequency.

(b). Recovery procedures will follow the reverse course. Altitude in the corridor will be at or below 2,000 feet AGL.

US ARMY UAS Corridors







More details: http://www.alaska.faa.gov/at/notices/uav.htm
Contact any Automated Flight Service Station, SUAIS, or Anchorage Approach.

High Frequency Active Aurora Research Program HAARP

The HAARP Research Station is located on property owned by the U.S. Air Force and is jointly managed by the Air Force Research Laboratory and the Office of Naval Research. The site location of the HAARP Research Station was chosen to take advantage of specific ionospheric features found in limited geographic regions of the world The occurrence of these features(like the auroral electrojet) cannot be predicted on a daily or even hourly basis. Experiments of opportunity address the study of these features by standing by to conduct the experiment should conditions become favorable. Preparations may occur on consecutive days for two weeks at a time even though experiments may be conducted on only one or two occasions or not at all.

The goal of the research to be conducted at the HAARP facility is to improve the general knowledge of ionospheric effects on military and civilian communication and navigation systems. The type of research to be conducted falls into two categories: (1) Active or interactive research requiring the use of a high power, HF transmitter system (Ionospheric Research Instrument-IRI) and (2) Passive research involving monitoring instruments only. The later activity does not require use of high power emitters. Interactive ionospheric research, which can be conducted through the use of a high power transmitter, is currently being conducted in the lower 48 and other countries at similar facilities.

Although the HF transmitter has been designed and constructed to suppress out-of-band electromagnetic (EM) radiation, at sufficiently close ranges to the HF antennas used for this research, radio interference to aircraft systems may be possible within 5 nautical mile radius and up to an altitude of 50,000 feet. The IRI is a fixed system and the field strengths associated with its antenna system decreases in a known, methodical manner with absolute distance from the antenna. The rate of decrease is inverse to distance and the strength drops rapidly to levels typical of those encountered in the vicinity of AM/FM/TV broadcast stations.

An aircraft alert radar will be used to monitor the airspace within 5 nautical mile radius of the HAARP site, located at milepost 11.3 Tok Highway, during all research operations involving the high power HF transmitter system. The video display for this radar is located immediately adjacent to the control operator position for the HF transmitter in the operations control center. A dedicated operator will be assigned to monitor the radar display. All aircraft transitioning near the HAARP site will be allowed to do so without risk from the research operations. No operation of the IRI will occur while aircraft are detected within 5 nautical miles.

Aircraft can contact the HAARP Test Director on VHF frequency 122.25 to ensure their safe transition around the site or to get current project status. The HAARP Test Director can also be reached at (907) 822-5521.

Other Links: HAARP Website at: http://www.haarp.alaska.edu/haarp/

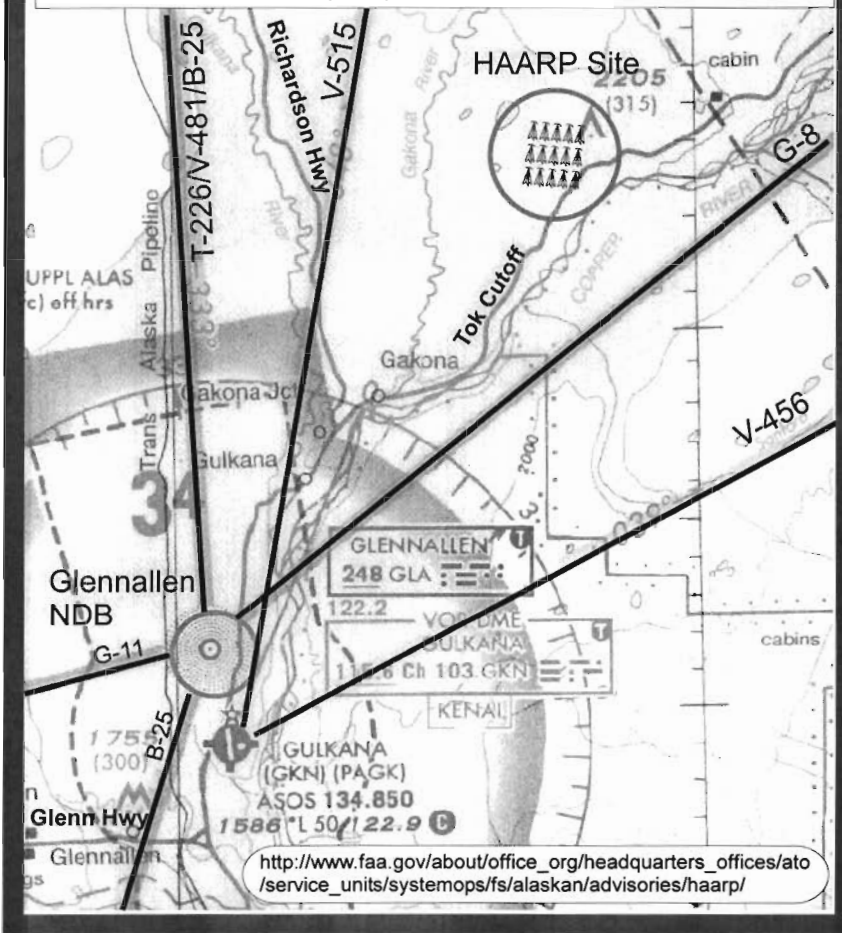
HAARP

High Frequency Active
Aurora Research Program

Milepost 11.3 Tok Cutoff
62°23'36"N., 145°08'03"W.



HAARP Test Director: VHF 122.25
(907) 822-5521



DENALI FLIGHT ADVISORY

1. The Denali National Park/Wilderness/National Preserve areas are divided into two sectors, North and South, for Common Traffic Advisory Frequency (CTAF) deconfliction. The South area will use 123.65 and the North Area will use 122.725. The surrounding airports will use CTAF 122.9. A detailed map, Denali Flight Advisory, depicts the local checkpoints and is available through the National Park Service, PO Box 9, Denali National Park, AK 99755 or call 683-2294.
2. The NPS chart depicts the reporting points. When making a position report, give location, altitude, destination and/or direction of flight. Example: ''Mountain Traffic, Cessna 1234, Ruth Icefall, 8000 feet, up glacier for the Amphitheater.''
3. ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.
4. BE ALERT! Climb early, stay high, especially over areas where landings and departures take place. Be sure your aircraft has the performance capability to operate in a high altitude mountainous environment. Stay to the right in the valleys and canyons. All turns should be to the left if possible. Obtain a current altimeter setting from the nearest facility.
5. Remember, Mt. Mckinley makes its own weather. If the weather begins to deteriorate, leave immediately.
6. Tour aircraft may have their radios turned down to talk to their passengers and therefore may miss a report. ALWAYS presume that other aircraft may be in your area and might have missed your call.
7. Be sure you report the correct altitude you are flying in order to maximize separation and minimize the mid-air potential.
8. The National Park Service at Denali National Park and Preserve performs numerous rescues along the Alaska Range and on Mt. McKinley. Rescues are often performed using the high altitude Lama helicopter, fixed wing, and military aircraft. Please stay well away from rescue sites. Listen and obey airspace closures around rescue operations.
9. Be sure to brush up on your mountain flying techniques before flying in the Denali Park Area. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.
10. Alert: Triple Lakes has the largest volume of traffic in July with an estimated aircraft crossings of 200 per day.

DENALI STATE PARK

Denali State Park borders the national park on its southeast corner between the Dutch Hills to the west and to the Susitna River on the east. The George Park Highway runs through the middle of the park. State requirements for aviators operating within the state park.

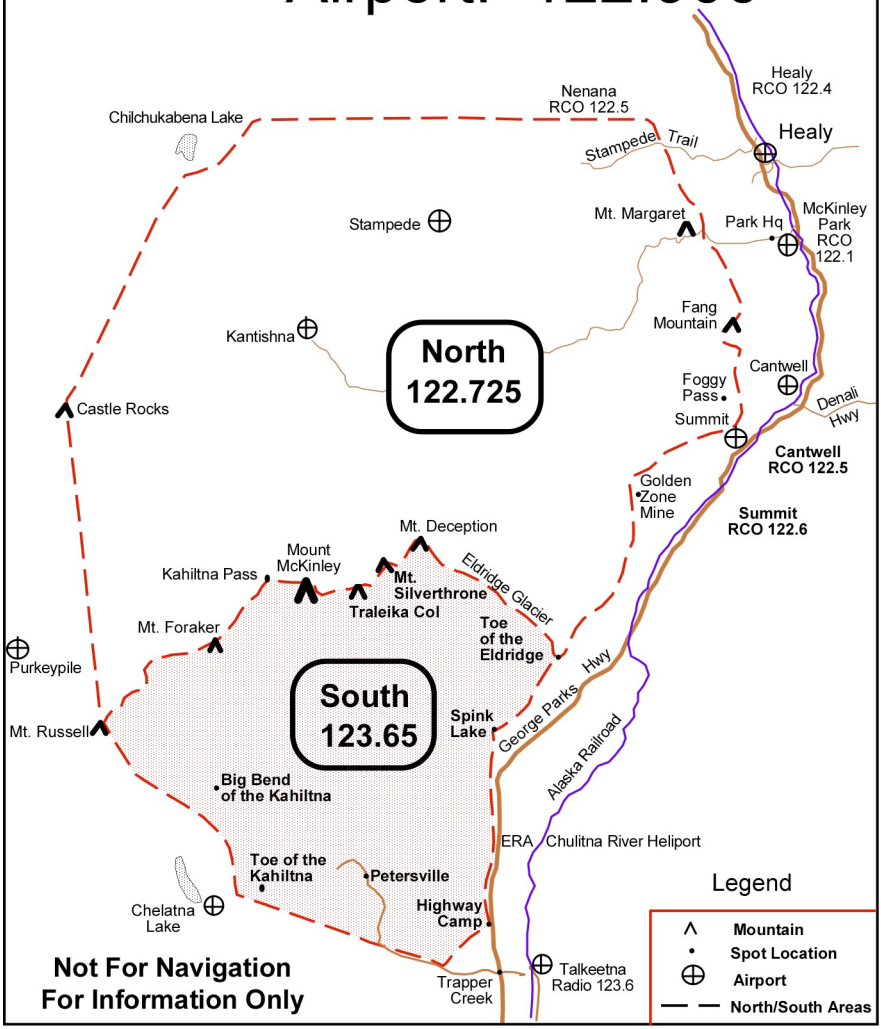
1. Landings of fixed wing aircraft in DSP are permitted west of the Parks Hwy and on Blair and Ermine Lakes. Landings are not permitted on Byers Lake and on Kesugi and Curry Ridges, which are all east of the highway.
2. Practice landings are not permitted.
3. Helicopters landings are restricted to five specific sites west of the highway.
4. For detailed information on these sites for planning purposes, please phone (907) 745–3975.

WAYPOINTS	LAT	LONG	WAYPOINTS	LAT	LONG
Alder Gap	62.46.21	150.31.34	North Hunter Pass	62.57.54	151.05.08
Alder Point	62.44.23	150.23.02	North Peters Hills	62.34.40	150.42.58
Anderson Pass	63.17.25	150.14.02	One Shot Gap	62.48.33	151.07.42
Backside Lake	62.51.27	150.41.08	Peters Basin	63.06.43	151.11.18
Base Camp	62.58.00	151.09.55	Peters Gap	62.31.27	150.48.13
Bend of the Muldrow	63.17.34	150.21.16	Pika Glacier/Little Switzerland	62.42.00	151.11.55
Bend of the Peters	63.12.01	150.57.59	Polychrome Glaciers	63.30.52	149.56.12
Between the Rivers	62.26.03	150.11.15	Polychrome Pass	63.30.52	149.56.12
Big Bend, Kahiltna	62.40.18	151.23.35	Refuge Valley	63.30.44	149.20.18
Big Bend of the Ruth	62.46.18	150.38.32	Round Top	63.31.45	149.39.57
Bunco Bump	62.31.22	150.26.14	Ruth Amphitheater	62.59.58	150.42.08
Bunco Lake	62.32.14	150.30.40	Ruth Icefall	62.52.46	150.36.41
Byers Lake	62.44.21	150.06.48	Saddle, Tokositna/ Ruth	62.46.18	150.43.04
Cathedral Mountain	63.34.36	149.34.23	Safari Lake	62.27.39	150.34.11
Chelatna Lake	62.29.01	151.27.36	Scott Peak	63.20.40	150.07.33
Denai Creek	62.37.30	149.06.40	South Hunter Pass	62.51.52	151.06.28
Divide Mountain	63.29.38	150.00.08	South Peters Hills	62.26.50	150.56.24
Easy Pass	63.22.08	149.43.01	Spink Lake	62.46.51	150.14.28
Era Chulitna Heliport	62.34.05	150.14.01	Swan Lake	62.31.21	150.23.43
Foggy Pass	63.24.46	149.14.00	Tluna Icefall	63.08.17	151.07.32
Golden Zone Mine	63.13.06	149.38.31	Toe of the Eldridge	62.55.16	149.56.48
Gunsight Pass	63.12.19	150.51.04	Toe of the Kahiltna	62.28.53	151.11.58
Highway Camp	62.24.16	150.15.31	Toe of the Muldrow	63.24.27	150.32.45
Hillside	62.38.42	150.31.01	Toe of the Peters	63.15.52	151.00.14
Home Lake	62.37.13	150.37.44	Toe of the Ruth	62.40.08	150.25.08
Igloo	63.11.33	149.20.41	Toe of the Tokositna	62.40.18	150.46.53
Kahiltna Ice Falls	62.54.05	151.13.14	Tokosha Mountains	62.42.01	150.37.59
Kahiltna Pass	63.04.45	151.10.26	Traleika Col	63.03.56	150.46.12
Lower Tokat	63.38.19	150.06.54	Triple Crown	62.45.15	151.08.54
Moose Meadows	62.35.14	150.30.56	Triple Lakes	63.39.29	148.52.34
Moose's Tooth	62.58.09	150.36.48	Upper Riley	63.31.43	149.12.45
Mountain House	62.58.50	150.48.08	West Ridge of Hunter	62.56.23	151.11.50
Myrtle Pass	63.34.20	150.37.25	Wickersham Wall	63.06.43	151.03.42

Denali Flight Advisory

Common Traffic Advisory Frequencies

North Denali: 122.725
South Denali: 123.65
Airport: 122.900



WHITE MOUNTAIN FLIGHT ADVISORY

The graphic depicts the routes that are flown by flight seeing commercial aircraft between Fairbanks and Fort Yukon and Fairbanks and the Arctic Circle, over the White Mountains. Aircraft are encouraged to use the Common Traffic Advisory Frequency 122.750 to make position reports.

The chart depicts the reporting points. The coordinates for reporting points are listed below, along with altitudes used for each segment of flight. When making a position report. Example: White Mountain Traffic, Cessna 1234, Lime Peak, 7500 feet, enroute Fort Yukon.

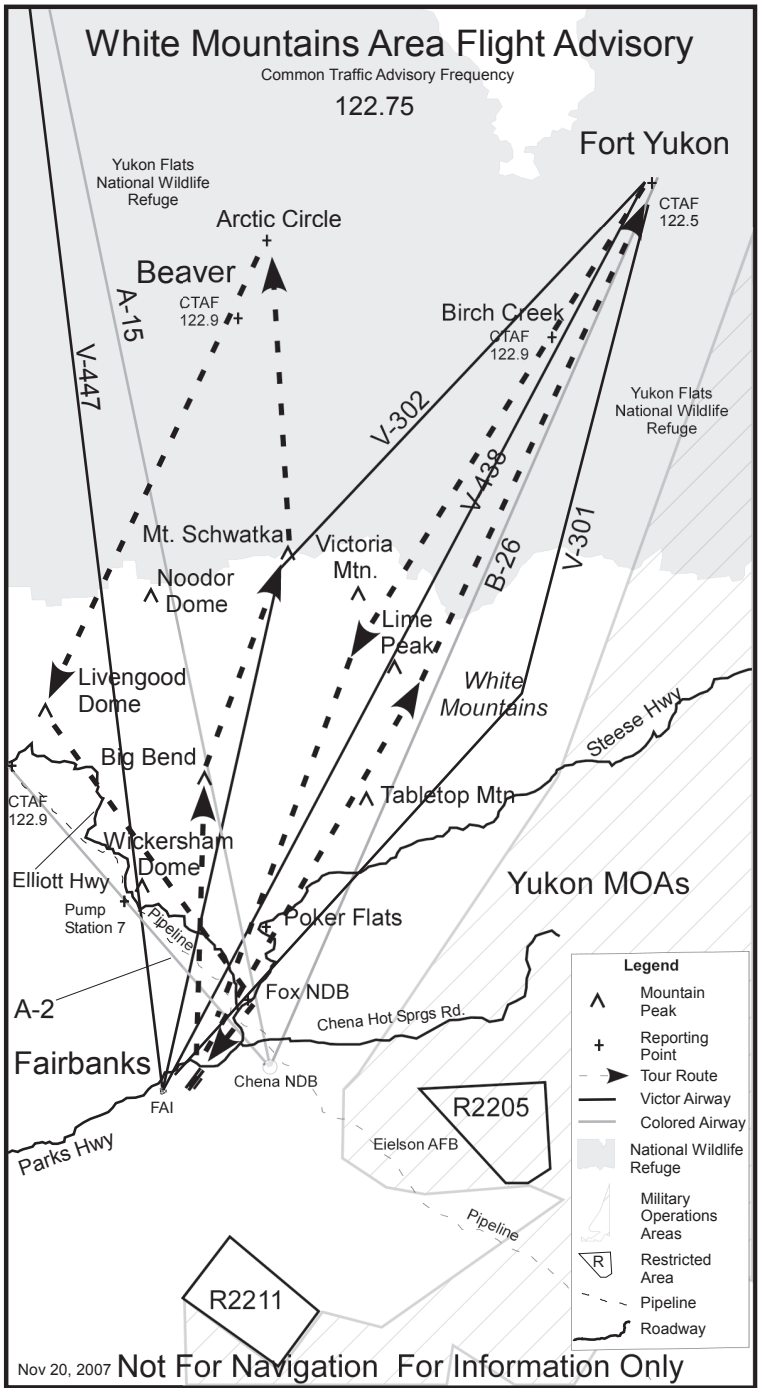
ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON. Be aware that routes may cross or parallel IFR airways.

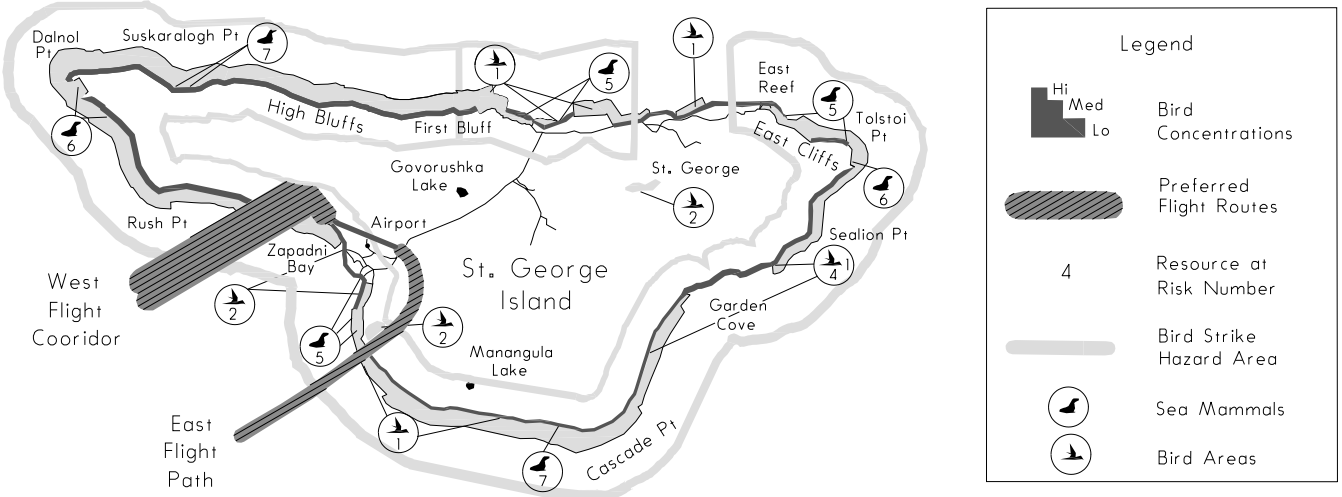
BE ALERT! Climb early, stay high. Be sure your aircraft has the performance capability to operate in mountainous terrain. Obtain a current altimeter setting from the nearest facility. Check weather for route of flight.

Tour aircraft may have their radios turned down to talk to their passengers and therefore may miss a report. ALWAYS presume that other aircraft may be in your area and might have missed your call. Be sure you report the correct altitude you are flying in order to maximize separation and minimize the mid–air potential.

Be sure to brush up on your mountain flying techniques before flying in the mountains. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.

Waypoints	Latitude	Longitude	Elevation
Fairbanks	64°48′49″	147°51′35″	434
Lime Peak	65°38′00″	146°46′00″	5,062
Fort Yukon	66°34′17″	145°15′02″	433
Big Bend	65°25′30″	147°43′00″	3,012
Mt. Schwatka	65°53′30″	147°14′30″	4,177
Arctic Circle	66°33′38.6″	147°15′00″	
Livengood	65°28′36″	148°40′15″	425
Fox NDB	64°58′14″	147°34′08″	730


White Mountains Area Flight Advisory
Common Traffic Advisory Frequency
122.75
Fort Yukon
CTAF
122.5
Yukon Flats
National Wildlife
Refuge
Arctic Circle
Beaver
CTAF
122.9
A-15
V-447
Birch Creek
CTAF
122.9
V-302
V-438
B-26
V-301
Yukon Flats
National Wildlife
Refuge
Mt. Schwatka
Victoria
Mtn.
Noodor
Dome
Lime
Peak
Livengood
Dome
White
Mountains
Steese Hwy
Big Bend
Tabletop Mtn
CTAF
122.9
Wickersham
Dome
Elliott Hwy
Yukon MOAs
Pump
Station 7
Pipeline
Poker Flats
A-2
Fox NDB
Chena Hot Sprgs Rd.
Fairbanks
Chena NDB
FAI
R2205
Eielson AFB
Parks Hwy
Pipeline
R2211
Legend
Mountain Peak
Reporting Point
Tour Route
Victor Airway
Colored Airway
National Wildlife Refuge
Military Operations Areas
Restricted Area
Pipeline
Roadway
Nov 20, 2007 Not For Navigation For Information Only

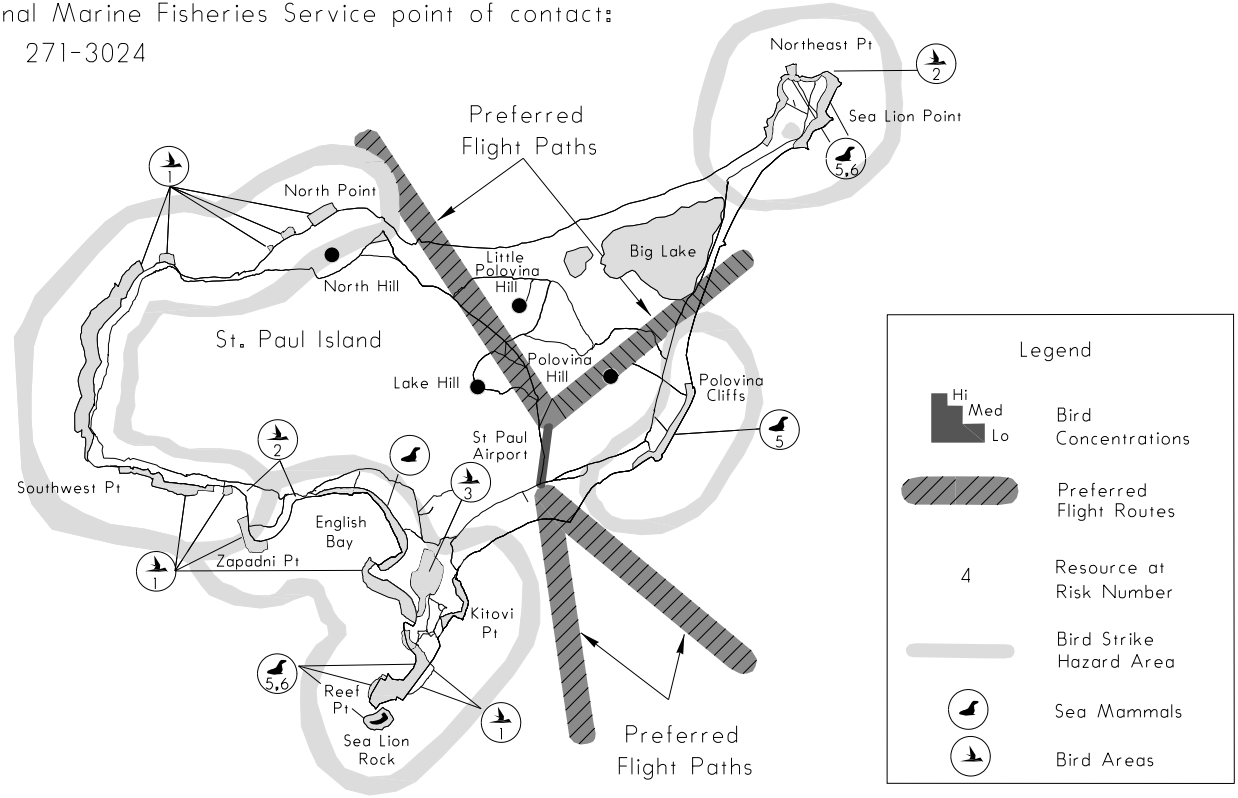


Preferred Arrival and Departure Routes into St. George and St. Paul Islands

The National Marine Fisheries Service and the U.S. Fish and Wildlife Service requests pilots maintain a minimum altitude of 1,000 feet above ground level (AGL) within a 1 mile radius of any of the coastline of the Pribilof Islands (St. Paul, St. George, Sea Lion Rock, Walrus, and Otter Islands) from 14 May until 14 December. Flights less than 1,000 feet AGL and less than 1 mile seaward or ½ mile leandward may harass marine mammals and seabirds. Harassment of wildlife may increase the incidence of bird strikes and violate the Marine Mammal Protection Act.

During approach and takeoff from St. George to the east a right bank turn is recommended between ½ mile and 1 mile from the end of the runway to heading 060°T or 240°T. During approach and takeoff from St. Paul follow aircraft advisory corridors to the north and south. Inter-island flights along heading 138°T or 318°T should avoid the aircraft advisory zones if less than 1,000′ AGL and within 1 mile of any coastline except as recommended above.

National Marine Fisheries Service point of contact:
(907) 271-3024



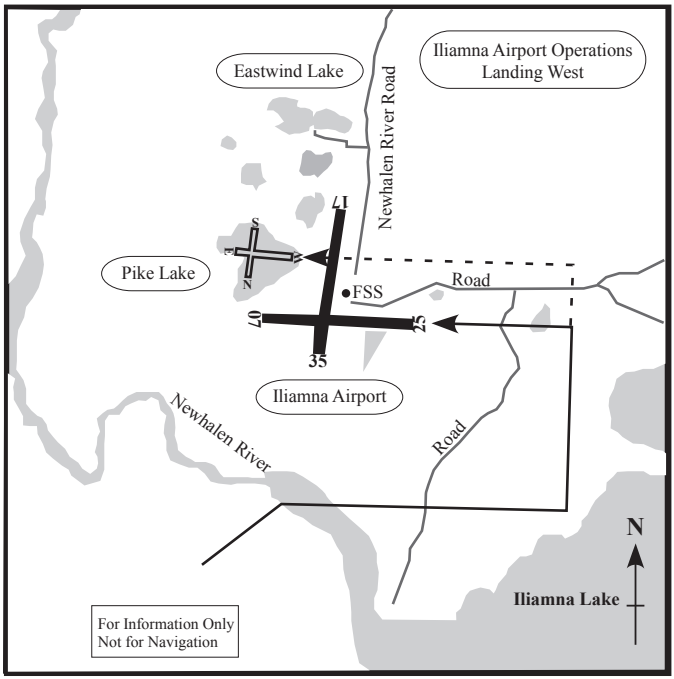
Iliamna Airport
Traffic Patterns, Communications and Aircraft Operations

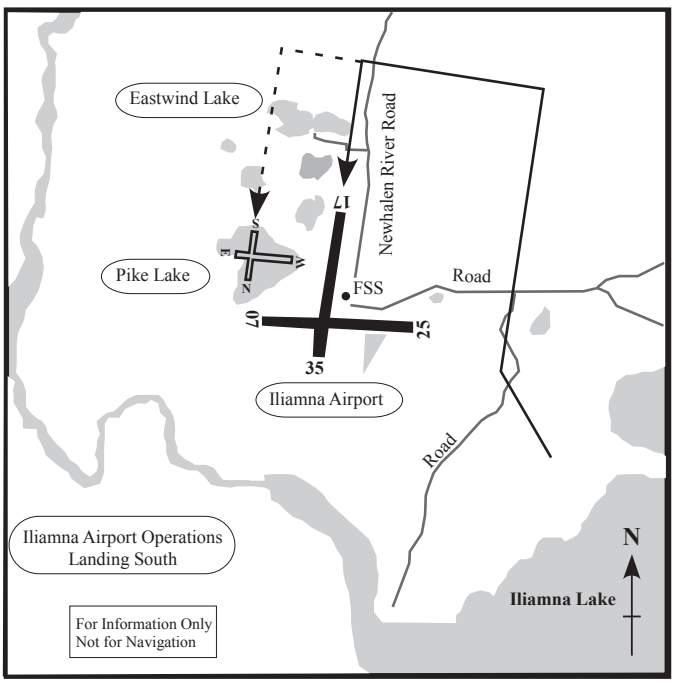
When winds allow, float equipped aircraft should land in a direction that will not place them over the airport or in conflict with the airport traffic patterns. For Pike Lake this generally means landing to the East. When winds require an approach over the airport, the float aircraft shall give right of way to wheeled aircraft on approach to the airport. When winds are such velocity that aircraft cannot land as described above, float aircraft can fly the patern with wheel–equipped aircraft and sidestep to a landing on the lake.

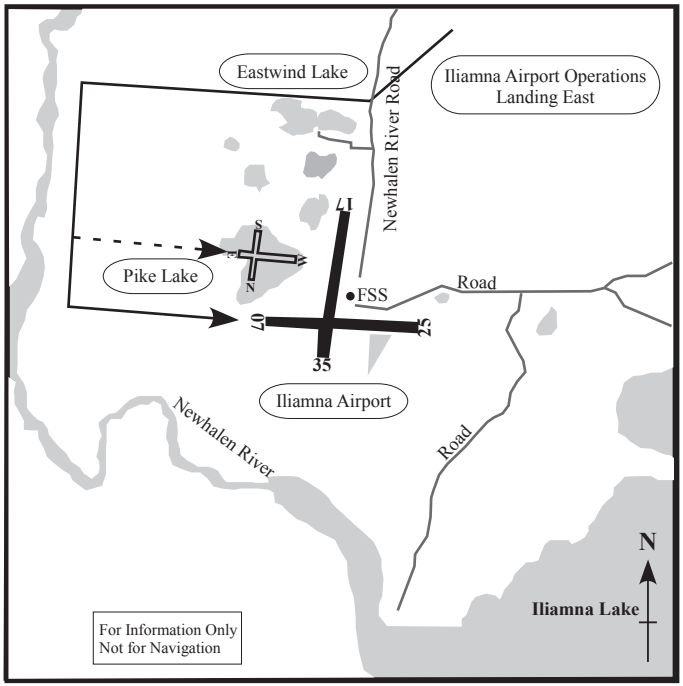
Departure Procedures
Aircraft departing the Iliamna airport VFR will make standard departures as described in the Aeronautical Information Manual. Aircraft departing Pike Lake should either depart away from the main airport, or sequence their departures using radio communication so they are departing behind the wheel–equipped aircraft.

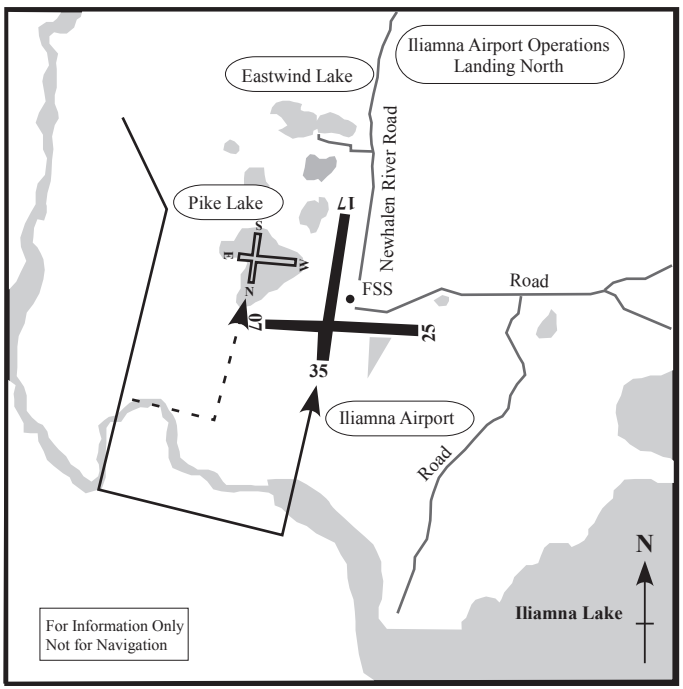
When arriving Iliamna runways 17 and S or departing runways 35 and N caution is advised for occasional, float and wheel–equipped, operations in the vicinity of Eastwind Lake. Pilots are strongly urged to utilize Local Airport Advisory services when the Iliamna FSS is open and to utilize the CTAF on 123.6 during other times.

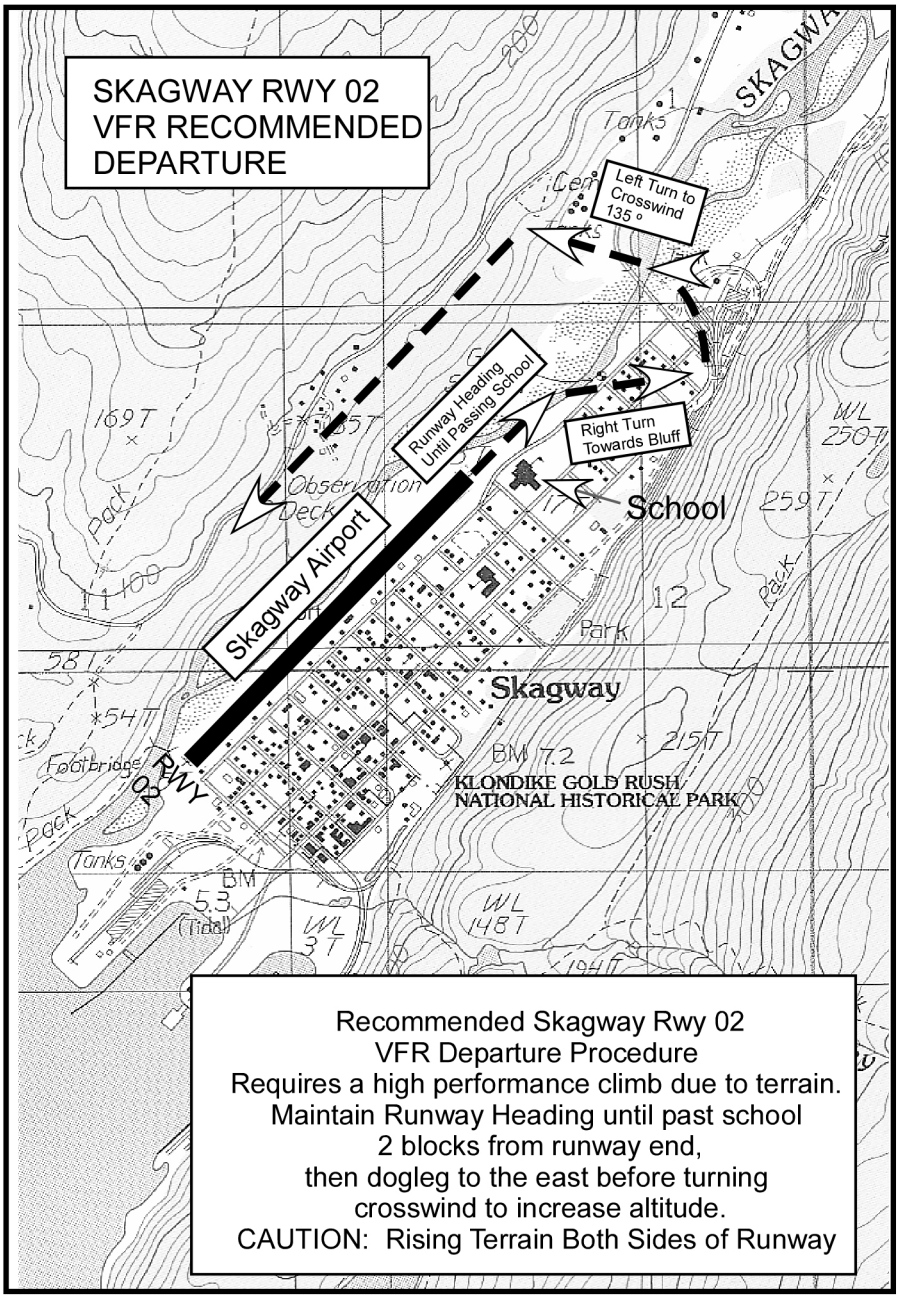
It is strongly recommended that all aircraft utilize the CTAF on 123.6.

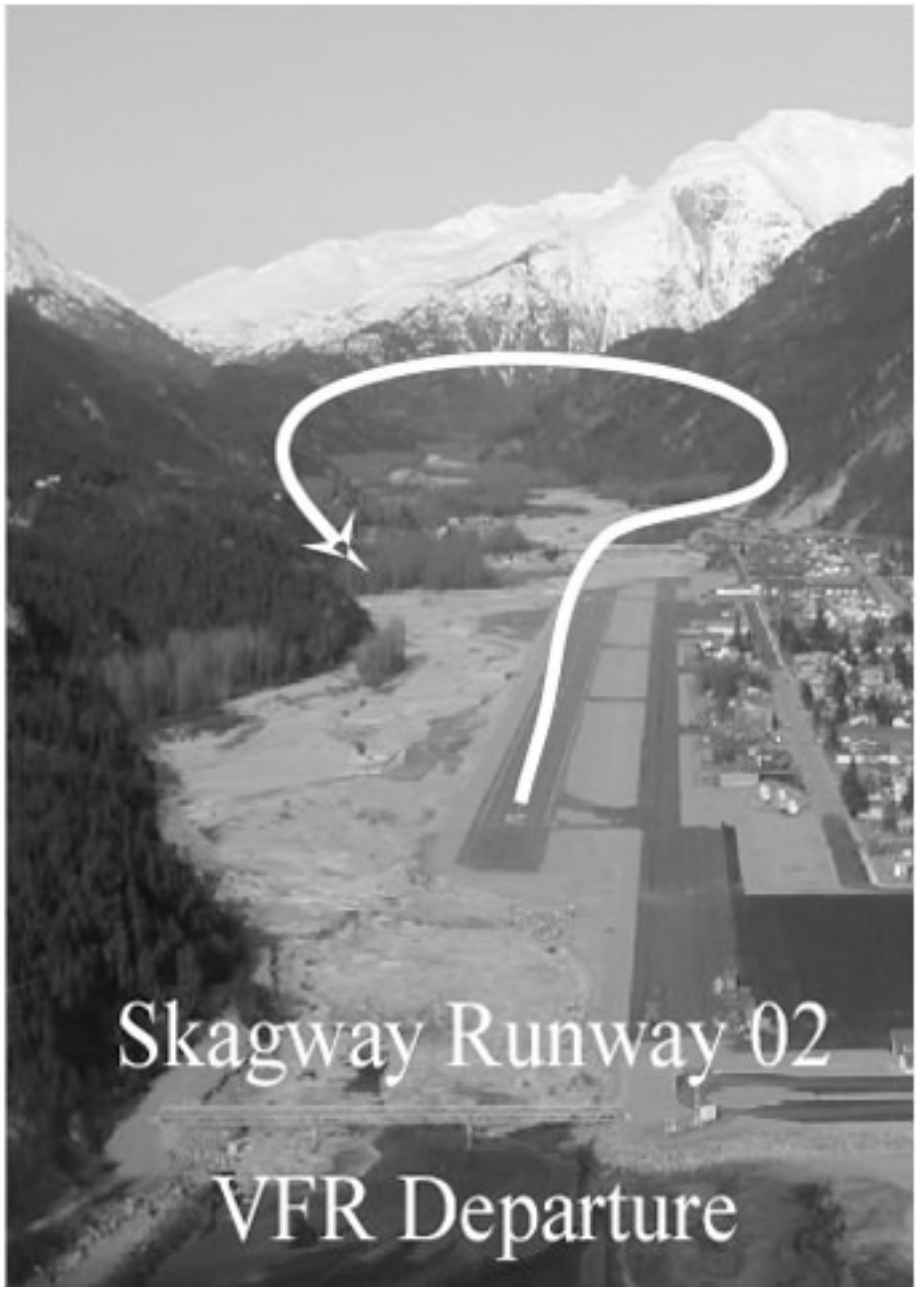

Eastwind Lake
Iliamna Airport Operations
Landing West
Newhalen River Road
17
S
E
W
N
Pike Lake
FSS
Road
07
25
35
Iliamna Airport
Newhalen River
Road
N
Iliamna Lake
For Information Only
Not for Navigation

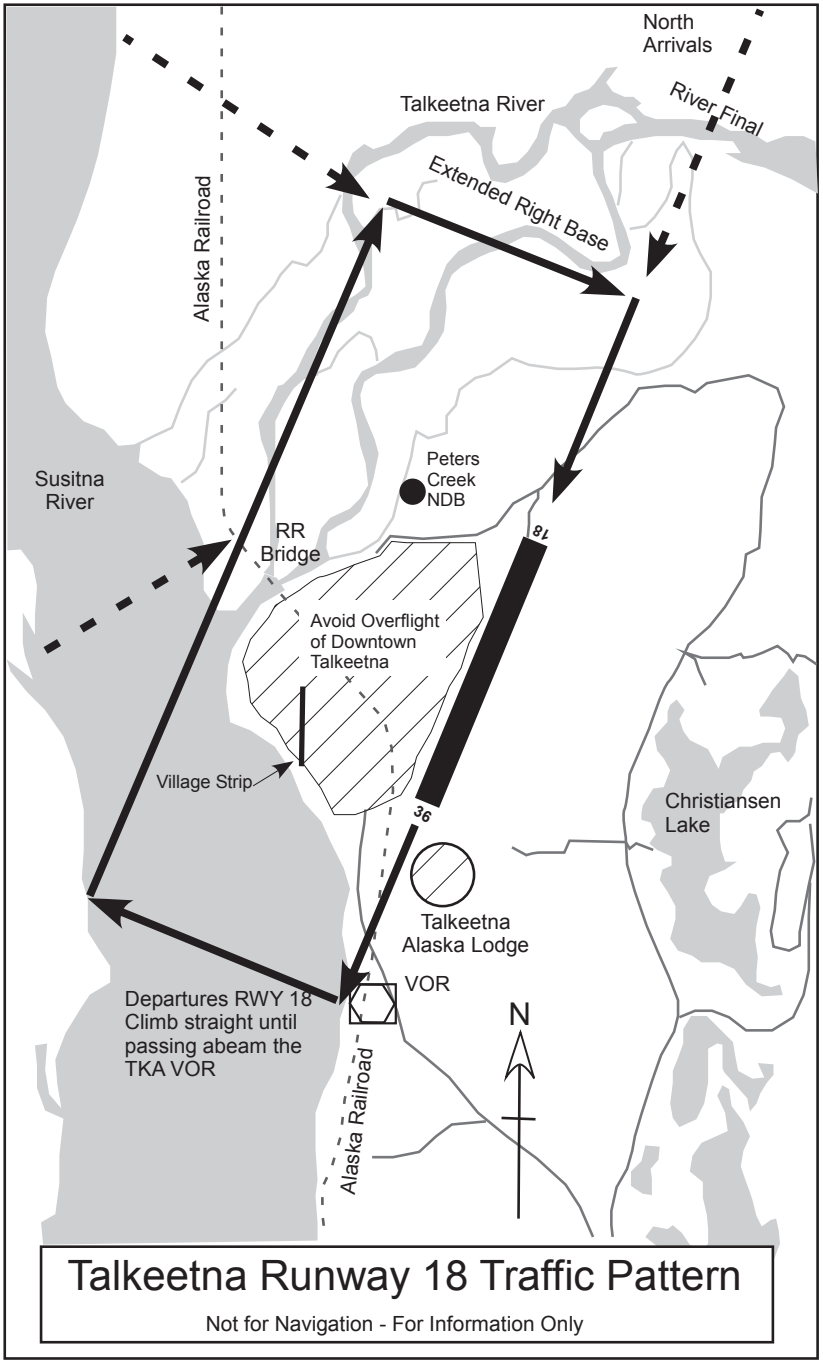

Eastwind Lake
Newhalen River Road
17
S
E
W
N
Pike Lake
FSS
Road
07
25
35
Iliamna Airport
Road
Iliamna Airport Operations
Landing South
N
Iliamna Lake
For Information Only
Not for Navigation

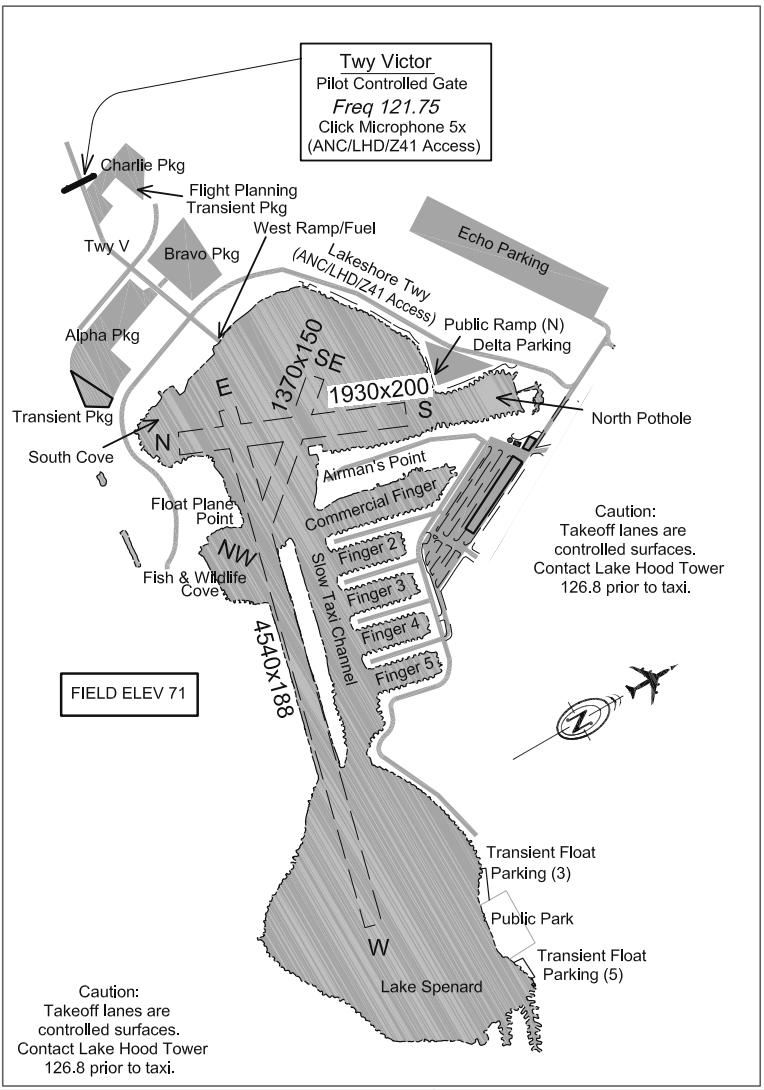

Eastwind Lake
Iliamna Airport Operations
Landing East
Newhalen River Road
17
Pike Lake
FSS
Road
07
25
35
Iliamna Airport
Newhalen River
Road
N
Iliamna Lake
For Information Only
Not for Navigation


Iliamna Airport Operations
Landing North
Eastwind Lake
Newhalen River Road
Pike Lake
17
FSS
Road
07
25
35
Iliamna Airport
Road
N
Iliamna Lake
For Information Only
Not for Navigation


SKAGWAY RWY 02
VFR RECOMMENDED
DEPARTURE
Left Turn to
Crosswind
135 °
Runway Heading
Until Passing School
Right Turn
Towards Bluff
School
Skagway Airport
Observation
Deck
Skagway
KLONDIKE GOLD RUSH
NATIONAL HISTORICAL PARK
RWY 02
Footbridge
Tonks
Park
Recommended Skagway Rwy 02
VFR Departure Procedure
Requires a high performance climb due to terrain.
Maintain Runway Heading until past school
2 blocks from runway end,
then dogleg to the east before turning
crosswind to increase altitude.
CAUTION: Rising Terrain Both Sides of Runway


Skagway Runway 02
VFR Departure


North
Arrivals
Talkeetna River
River Final
Extended Right Base
Alaska Railroad
Susitna
River
Peters
Creek
NDB
RR
Bridge
18
Avoid Overflight
of Downtown
Talkeetna
Village Strip
36
Christiansen
Lake
Talkeetna
Alaska Lodge
VOR
Departures RWY 18
Climb straight until
passing abeam the
TKA VOR
N
Alaska Railroad
Talkeetna Runway 18 Traffic Pattern
Not for Navigation - For Information Only



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SCALE IN FEET

AIRPORT ENGINEERING

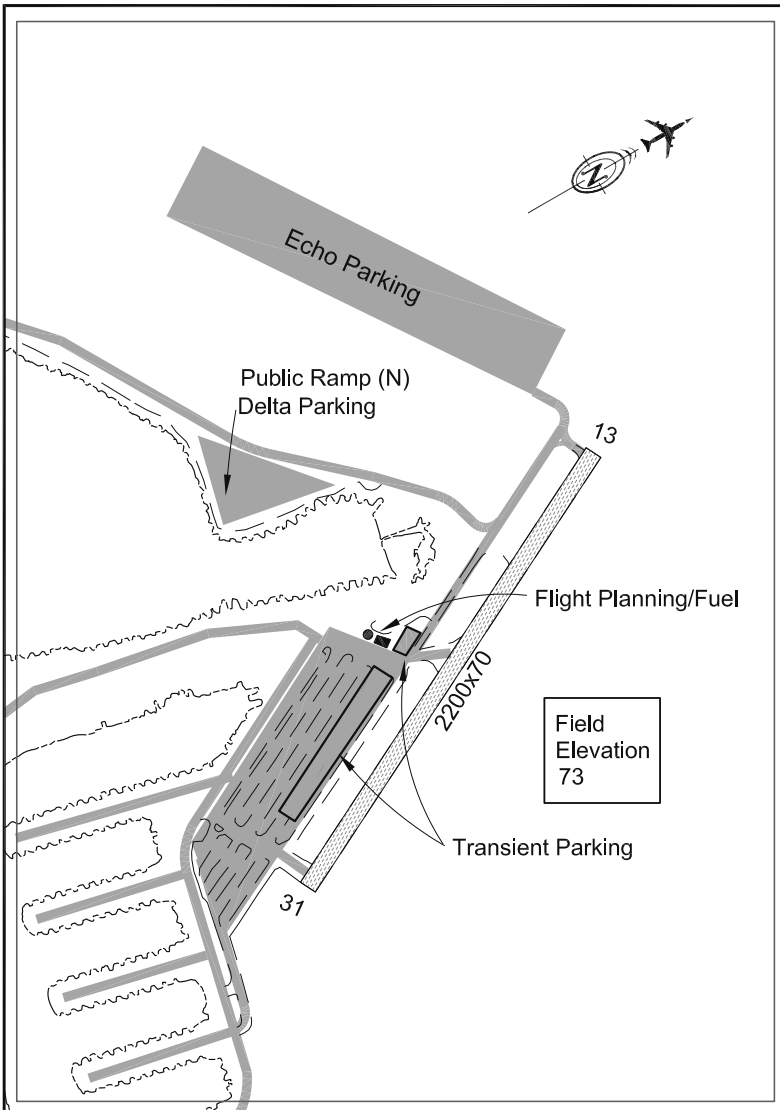
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

Ted Stevens
Anchorage
International Airport

Lake Hood Seaplane Base

Alaska Supplement Exhibit
May 2010

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Echo Parking
Public Ramp (N)
Delta Parking
13
Flight Planning/Fuel
2200x70
Field
Elevation
73
Transient Parking
31
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SCALE IN FEET
AIRPORT ENGINEERING
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
Ted Stevens
Anchorage
International Airport
Lake Hood Seaplane Base
and Z41 gravel strip
Alaska Supplement Exhibit
May 2010
SHEET
1
of
1

ANCHORAGE, ALASKA, TERMINAL AREA RULES

I. General rule: All segments.

(a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward segments unless otherwise authorized or required by ATC.

(b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.

(c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

(d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.

(e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules; Lake Hood segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

(a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at last 900 feet MSL until maneuvering for a safe landing requires further descent.

(d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

(a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

(f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 149°43′08″W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

VI. General rules: Bryant segment.

(a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General rules: Seward Highway segment.

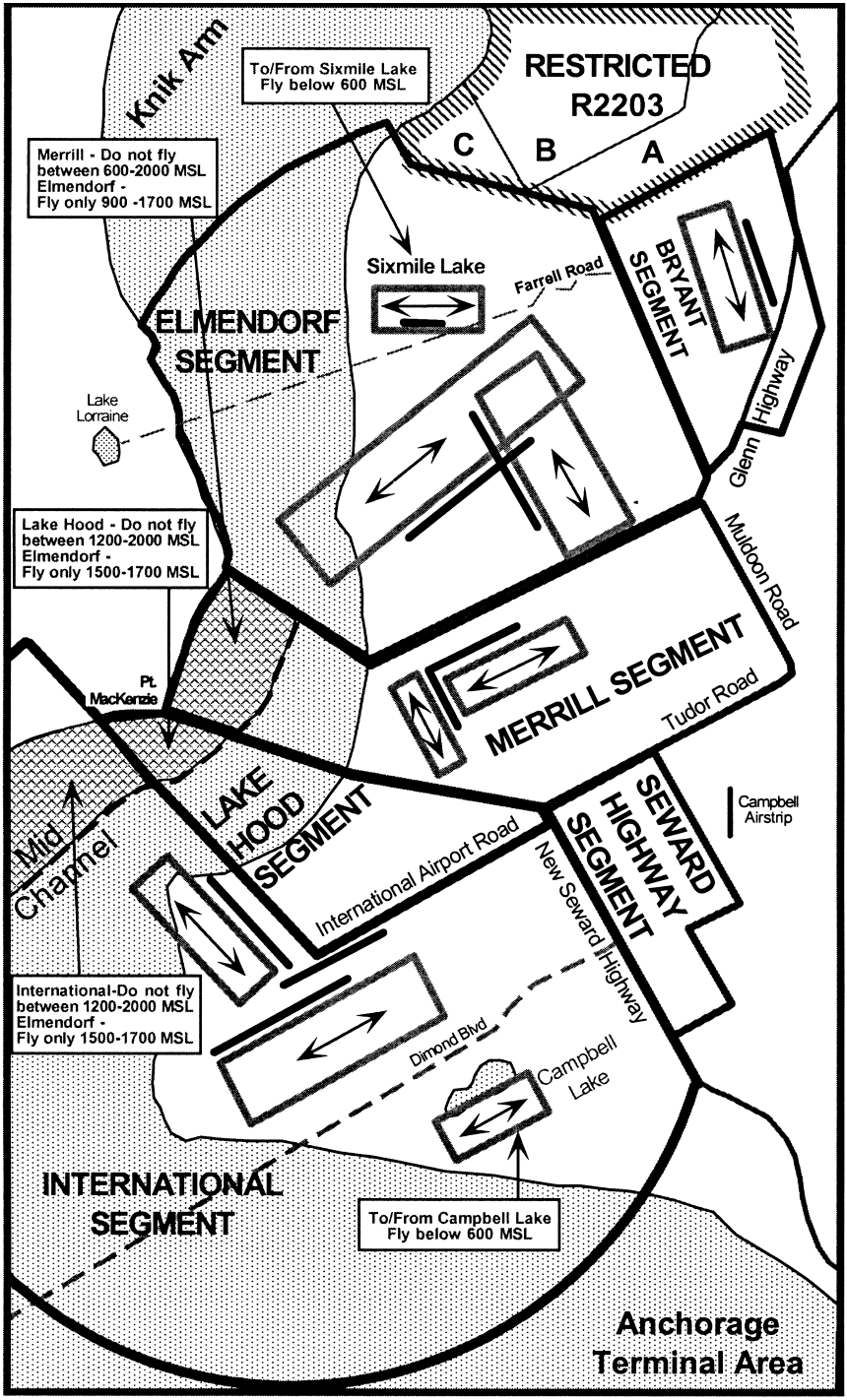
(a) Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1,000 feet MSL unless maneuvering for a safe landing requires further descent.

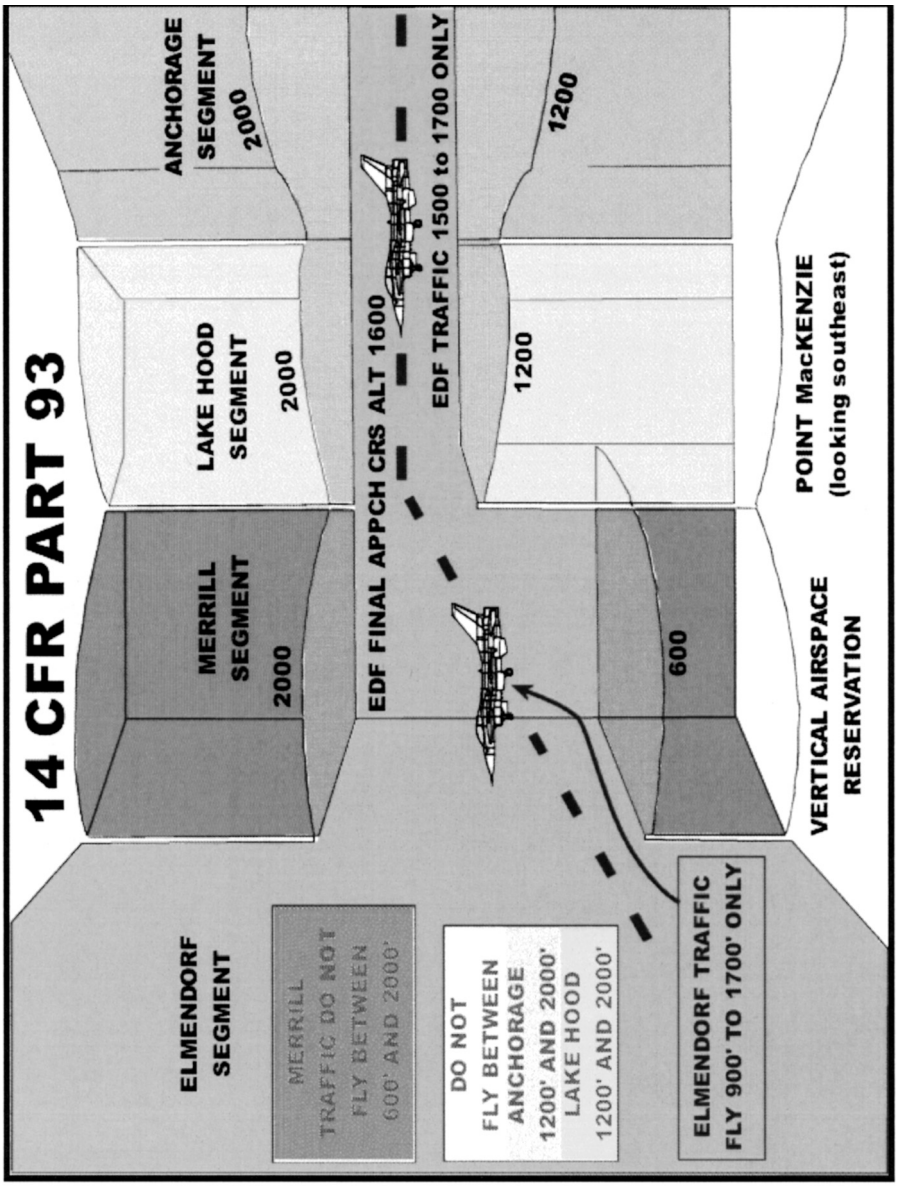
(b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage Approach Control.

(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

(a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

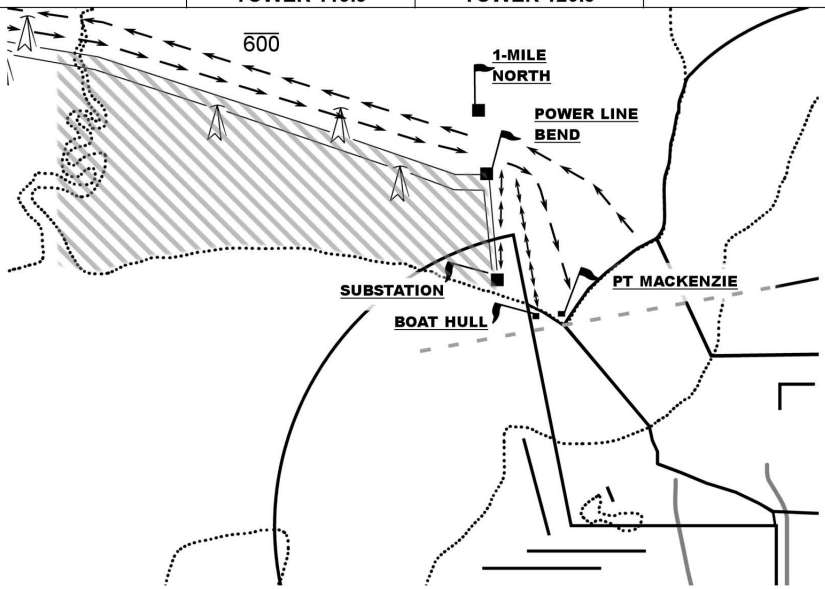

Knik Arm
To/From Sixmile Lake
Fly below 600 MSL
RESTRICTED
R2203
C
B
A
Merrill - Do not fly
between 600-2000 MSL
Elmendorf -
Fly only 900 -1700 MSL
Sixmile Lake
Farrell Road
BRYANT
SEGMENT
ELMENDORF
SEGMENT
Lake
Lorraine
Glenn Highway
Lake Hood - Do not fly
between 1200-2000 MSL
Elmendorf -
Fly only 1500-1700 MSL
Muldoon Road
Pt
MacKenzie
MERRILL SEGMENT
Tudor Road
Mid
Channel
LAKE
HOOD
SEGMENT
SEWARD
HIGHWAY
SEGMENT
Campbell
Airstrip
International Airport Road
New Seward Highway
International-Do not fly
between 1200-2000 MSL
Elmendorf -
Fly only 1500-1700 MSL
Dimond Blvd
Campbell
Lake
INTERNATIONAL
SEGMENT
To/From Campbell Lake
Fly below 600 MSL
Anchorage
Terminal Area


14 CFR PART 93
ELMENDORF SEGMENT
MERRILL SEGMENT
2000
LAKE HOOD SEGMENT
2000
ANCHORAGE SEGMENT
2000
EDF FINAL APPCH CRS ALT 1600
EDF TRAFFIC 1500 to 1700 ONLY
1200
1200
600
MERRILL TRAFFIC DO NOT FLY BETWEEN 600' AND 2000'
DO NOT FLY BETWEEN ANCHORAGE 1200' AND 2000' LAKE HOOD 1200' AND 2000'
ELMENDORF TRAFFIC FLY 900' TO 1700' ONLY
VERTICAL AIRSPACE RESERVATION
POINT MacKENZIE (looking southeast)

ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	**POWER LINE TRANSITION** ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES

ROUTE PURPOSE:
The POWER LINE TRANSITION is for VFR aircraft whose route of flight follows the north shoreline of Cook Inlet. This route enhances wake turbulence separation from aircraft using Ted Stevens Anchorage International Airport and Elmendorf AFB.

ANCHORAGE APP CON	ANCHORAGE	LAKE HOOD	MERRILL
119.1	ATIS 118.4 TOWER 118.3	ATIS 125.6 TOWER 126.8	ATIS 124.25 TOWER 126.0



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ARRIVING AIRCRAFT: Fly along the power lines on the north side. Maintain at or below 600' MSL until Power Line Bend.

DEPARTING AIRCRAFT: **Fly one mile north of the power lines**. Maintain at or below 600' MSL until crossing the Little Susitna River.

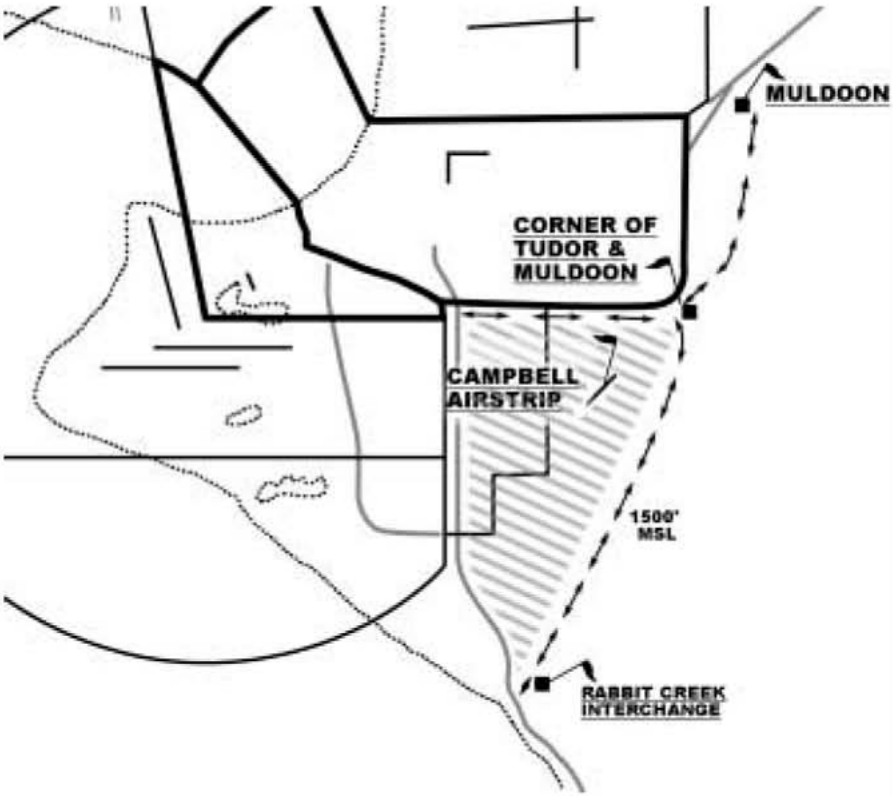
Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	**CHUGACH TRANSITION** ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES

ROUTE PURPOSE:

VFR aircraft transiting the area east of Ted Stevens Anchorage International Airport may use the CHUGACH TRANSITION. This route avoids the Seward Highway Segment (as defined in CFR 14 Part 93) and significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.

ANCHORAGE APP CON	ANCHORAGE	LAKE HOOD	MERRILL
119.1 (NORTH) **126.4** (SOUTH)	ATIS **118.4** TOWER **118.3**	ATIS **125.6** TOWER **126.8**	ATIS **124.25** TOWER **126.0**



VFR PROCEDURE ONLY
CHART NOT TO SCALE – NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

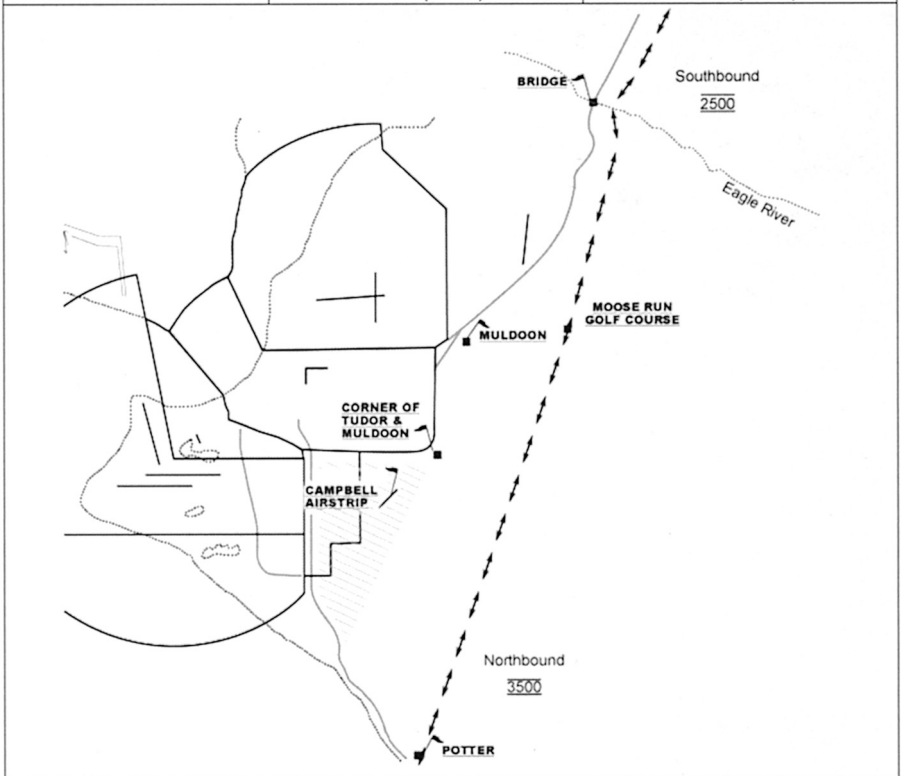
ALL AIRCRAFT: Remain east of a line from the corner of Tudor and Muldoon roads to Rabbit Creek Interchange and maintain 1,500' MSL, then proceed as required.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR OVERFLIGHT ROUTE	EASTSIDE OVERFLIGHT

ROUTE PURPOSE:
The EASTSIDE OVERFLIGHT provides an orderly route for transiting the Anchorage bowl while avoiding Class C/D airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

ENA AFSS	ANCHORAGE APP CON	ANCHORAGE APP CON
122.3	119.1 (NORTH)	126.4 (SOUTH)



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

NORTH TO SOUTH: Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2500' MSL.

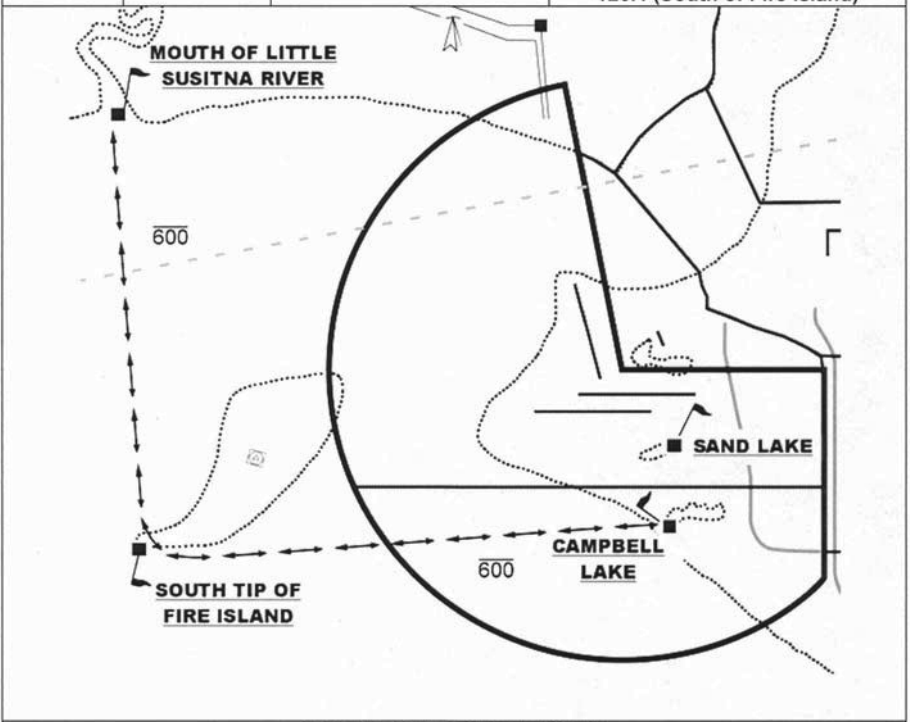
SOUTH TO NORTH: Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3500' MSL.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	FIRE ISLAND ROUTE CAMPBELL LAKE SAND LAKE

ROUTE PURPOSE:
The FIRE ISLAND ROUTE is a recommended route for use by aircraft operating to or from Campbell Lake and Sand Lake when overflight of Ted Stevens Anchorage International Airport is not desired.

ATIS	CLNC DEL	ANCHORAGE TOWER	ANCHORAGE APP CON
118.4	119.4	118.3	119.1 (North of Fire Island) 126.4 (South of Fire Island)



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

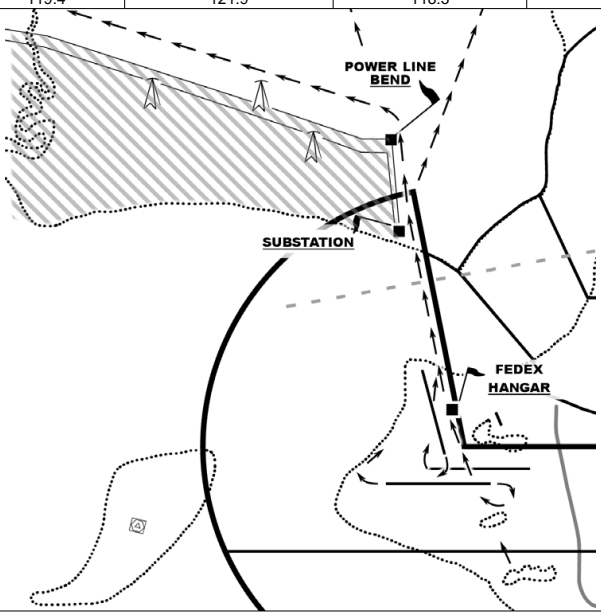
ROUTE INSTRUCTIONS:
All aircraft maintain at or below 600' MSL. Campbell Lake aircraft proceed as depicted. Sand Lake departures contact Anchorage Clearance Delivery on 119.4/128.65 or Anchorage Tower prior to departure.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	NORTH SHORE DEPARTURE TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE

ROUTE PURPOSE: The NORTH SHORE DEPARTURE will be issued to aircraft departing Anchorage westbound through northeast bound. Contact Anchorage Clearance Delivery and advise of destination and request the NORTH SHORE DEPARTURE.

ATIS	CLNC DEL	ANC GROUND	ANCHORAGE TOWER	ANCHORAGE DEP
118.4	119.4	121.9	118.3	119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS: All aircraft cross Knik Arm as assigned by ATC or at or above 2,200' MSL until clear of Class C Surface Area.

DEPARTING ANC RUNWAY 32: After departure, offset to the east of Runway 32 to overfly North Airpark then proceed direct to the Power Line Bend as depicted.

DEPARATING ANC ALL OTHER RUNWAYS: After departure turn right; proceed direct to the FedEx hanger then direct to the Power Line Bend as depicted.

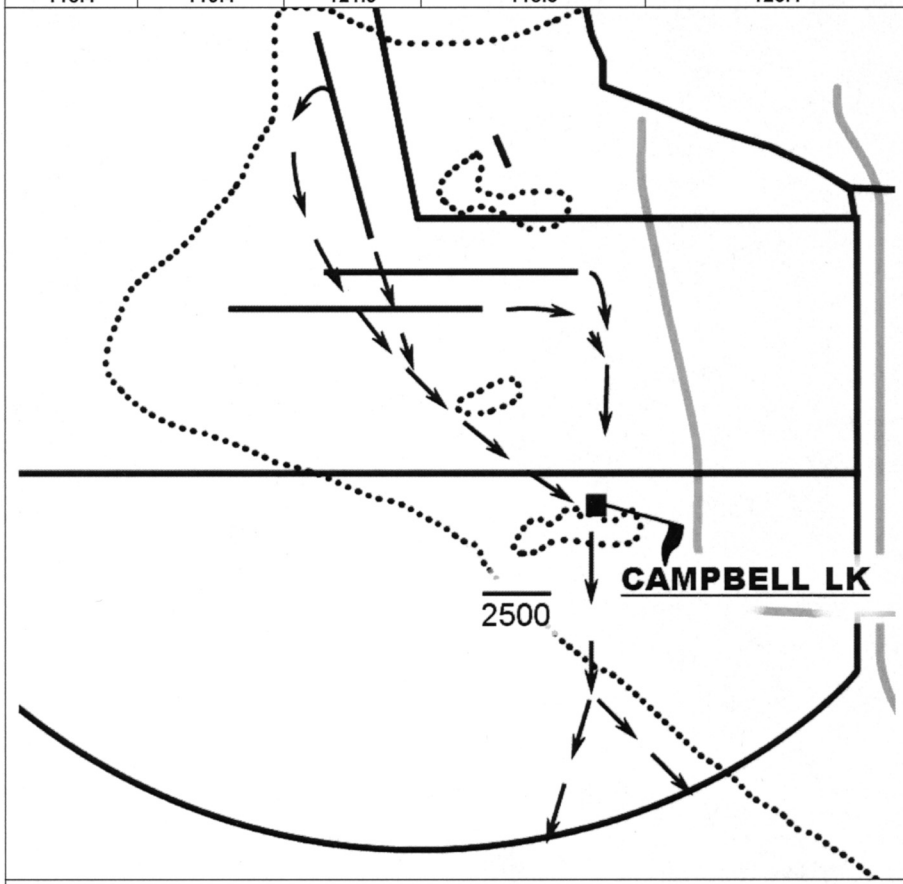
DEPARTING CAMPBELL LAKE / SAND LAKE: After departure, remain south of runway 7R until advised by ATC. Proceed direct to the FedEx hangar then direct to the Power Line Bend as depicted.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CHICKALOON DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request the CHICKALOON DEPARTURE.

ATIS	CLNC DEL	ANC GROUND	ANCHORAGE TOWER	ANCHORAGE DEPARTURE
118.4	119.4	121.9	118.3	126.4



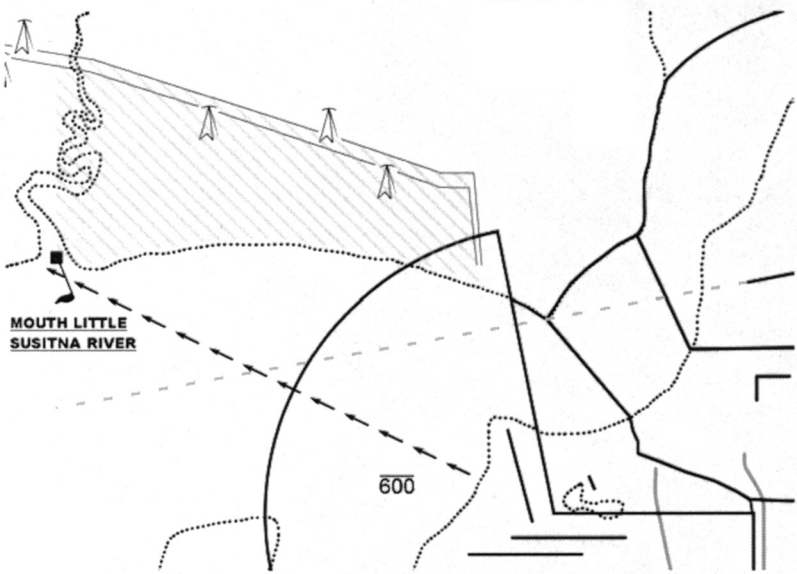
VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
Depart the traffic pattern as depicted or as assigned by ATC, direct to Campbell Lake, then via heading 160°. Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or advised by ATC.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	LITTLE SU DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the LITTLE SU DEPARTURE.

ATIS	CLNC DEL	ANC GND	ANCHORAGE TOWER	ANCHORAGE DEPARTURE
118.4	**119.4/128.65**	**121.9**	**118.3**	**118.6 or 135.15 as assigned**



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

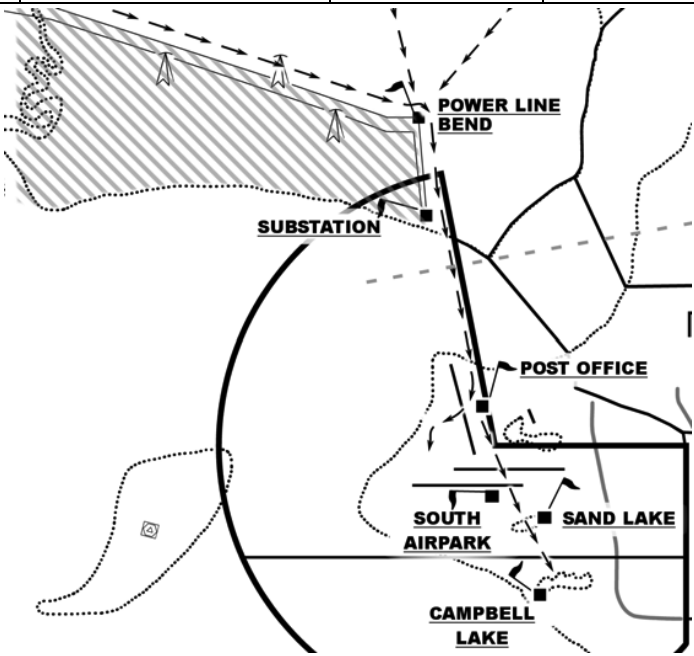
ROUTE INSTRUCTIONS:
Depart the traffic pattern as assigned by ATC. Proceed direct to the mouth of the Little Susitna River. Maintain at or below 600' MSL.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR ARRIVAL PROCEDURE	**MACKENZIE ARRIVAL** TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE

ROUTE PURPOSE:
The MACKENZIE ARRIVAL will be issued to aircraft arriving from north of Anchorage. Contact Anchorage Approach Control at least 15 miles north of the airport. On initial contact request MACKENZIE ARRIVAL.

ATIS	ANCHORAGE APPROACH	ANCHORAGE TOWER	ANCHORAGE GROUND
118.4	**119.1**	**118.3**	**121.9**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
From over the Power Line Bend, proceed direct to the Post Office. Cross the south shore of Knik Arm at or below 1100' MSL or at or above 2,200' MSL, then…

LANDING ANC: At the Post Office turn right, cross Runway 14/32 at midfield then as assigned by ATC.

HELICOPTERS LANDING SOUTH AIRPARK OR KULIS: After passing the Post Office, proceed to the South Airpark or Kulis or as assigned by ATC. Do not over fly the ATC tower.

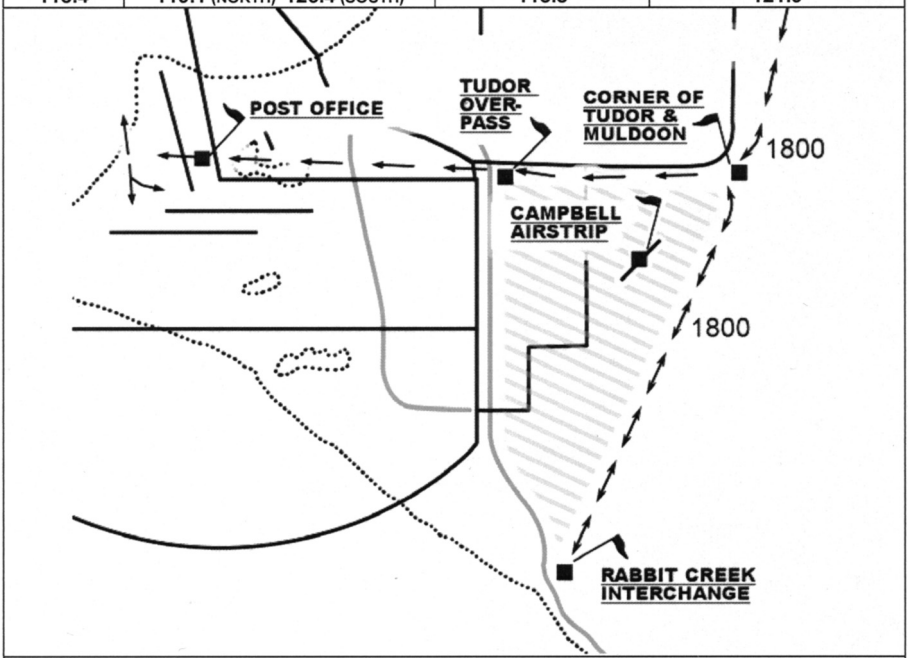
LANDING CAMPBELL LAKE OR SAND LAKE: After passing the Post Office, proceed over South Airpark or as assigned by ATC.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR ARRIVAL PROCEDURE	MIDTOWN ARRIVAL TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The MIDTOWN ARRIVAL will be issued to aircraft arriving from northeast or south of Ted Stevens Anchorage International Airport. Contact Anchorage Approach Control at least 15 miles from the airport as appropriate. On initial contact request the MIDTOWN ARRIVAL.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON
118.4	119.1 (NORTH) 126.4 (SOUTH)	118.3	121.9



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

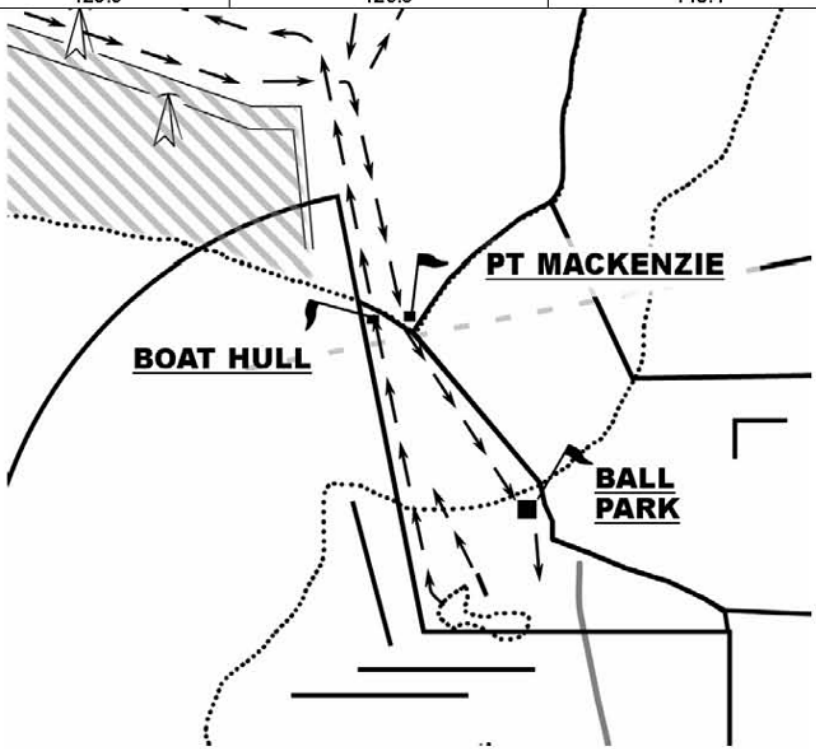
EAST ARRIVALS: Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,800' MSL, direct to the Post Office, cross Runway 32 at midfield, then as assigned by ATC.

SOUTH ARRIVALS: Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon, then direct to the Tudor and New Seward Overpass at 1,800' MSL, direct to the to the Post Office, cross Runway 32 at midfield, then as assigned by ATC.

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE ROUTE	WEST ROUTE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The WEST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in a "west flow", i.e. landing and departing the West, North or Northwest waterlanes and Runway 31.

LAKE HOOD ATIS	LAKE HOOD TOWER	ANCHORAGE APP CON
125.6	126.8	119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTING AIRCRAFT: Proceed northbound to the Boat Hull as depicted. Climb to 900' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at or below 900' MSL or above 2,200' MSL, except maintain at or below 2,500' MSL until authorized by ATC.

ARRIVING AIRCRAFT: Proceed inbound from Point Mackenzie as depicted. Cross mid-channel of Knik Arm either at 1,200' MSL or at or above 2,200' MSL.

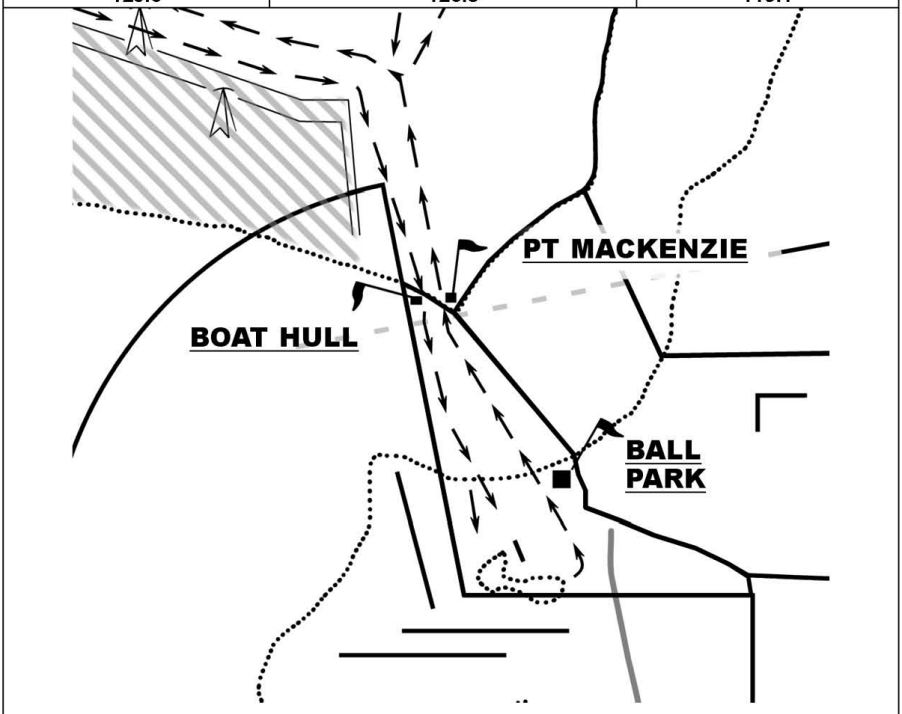
Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE ROUTE	EAST ROUTE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:

The EAST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in an "east flow", i.e. landing and departing the East, South or Southeast waterlanes and Runway 13.

LAKE HOOD ATIS	LAKE HOOD TOWER	ANCHORAGE APP CON
125.6	126.8	119.1



VFR PROCEDURE ONLY

CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTING AIRCRAFT: Proceed northbound to Point Mackenzie as depicted. Climb to 900' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at or below 900' MSL or above 2,200' MSL, except maintain at or below 2,500' MSL until authorized by ATC.

ARRIVING AIRCRAFT: Proceed inbound from the Boat Hull as depicted. Cross mid-channel of Knik Arm either at 1,200' MSL or at or above 2,200' MSL.

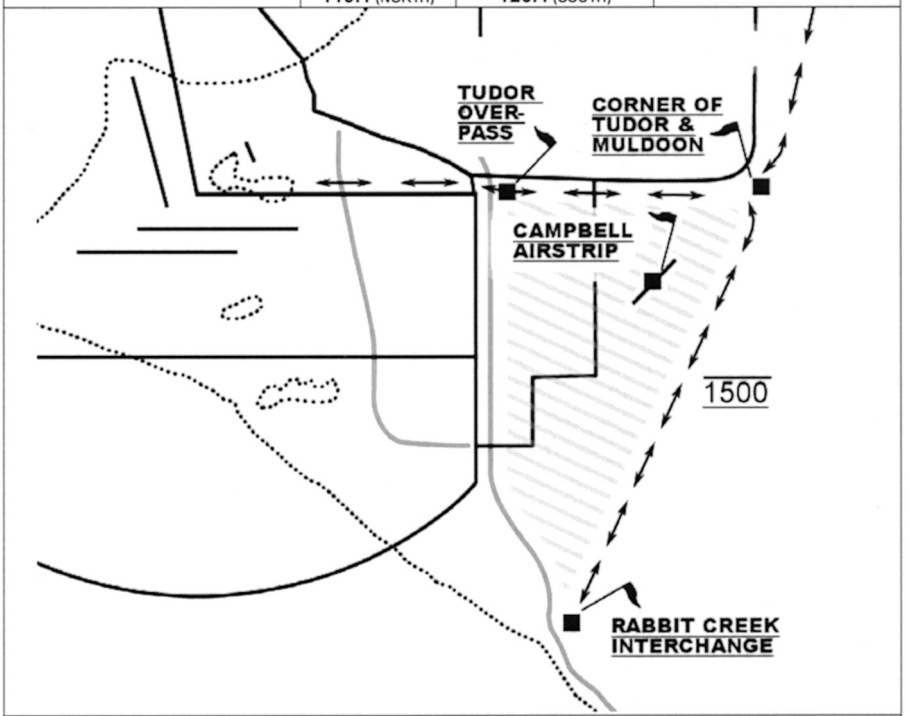
Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE ROUTE	TUDOR OVERPASS ARRIVAL/DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:

The TUDOR OVERPASS ARRIVAL/DEPARTURE provides an orderly route for entering and exiting the Lake Hood Class D airspace east of Lake Hood while avoiding Class C airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

LAKE HOOD ATIS	ANCHORAGE APP CON	ANCHORAGE APP CON	LAKE HOOD TOWER
125.6	119.1 (NORTH)	126.4 (SOUTH)	126.8



VFR PROCEDURE ONLY

CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTURES: Depart the traffic pattern as assigned by ATC. Proceed eastbound just south of the Tudor and New Seward overpass. Remain at or below 900' MSL until east of the corner of Tudor and Muldoon.

EAST ARRIVALS: Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,500' MSL.

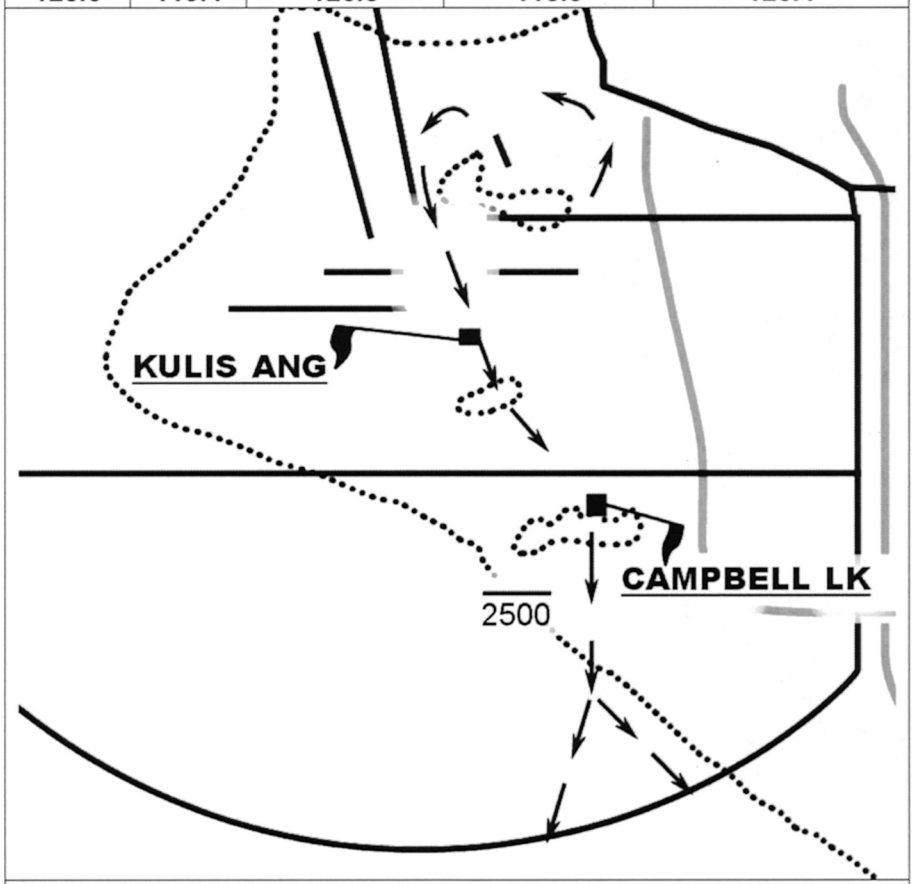
SOUTH ARRIVALS: Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon then direct to the Tudor and New Seward Overpass at 1,500' MSL.

Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CHICKALOON DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request CHICKALOON DEPARTURE.

ATIS	CLNC DEL	LAKE HOOD TOWER	ANCHORAGE TOWER	ANCHORAGE DEP CON
125.6	119.4	126.8	118.3	126.4



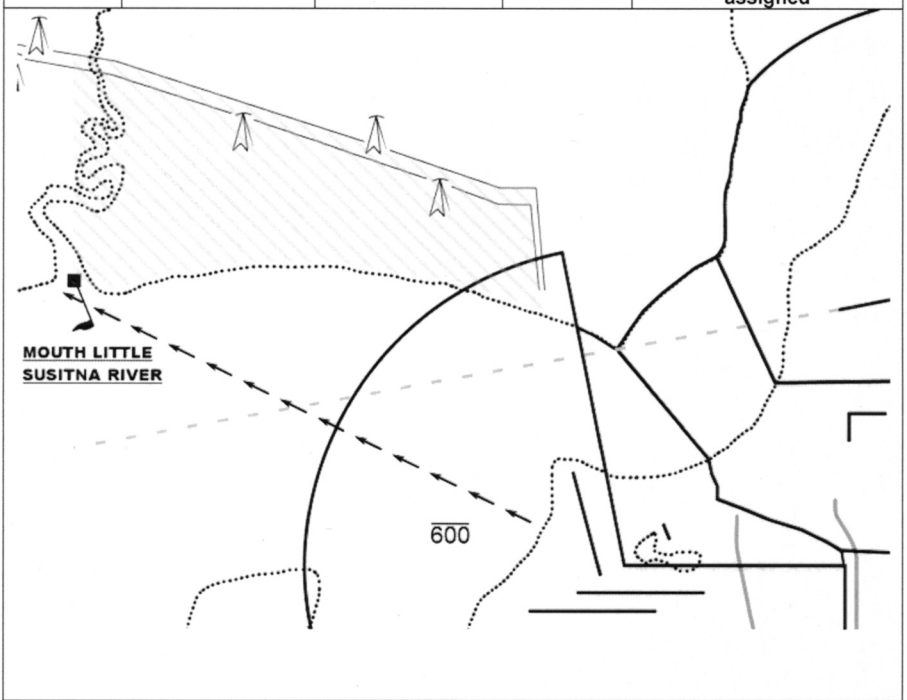
VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
Expect left traffic exit direct to Kulis Air National Guard Base; direct Campbell Lake, then via heading 160°. Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or advised by ATC.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	**LITTLE SU DEPARTURE** LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the LITTLE SU DEPARTURE.

ATIS	CLNC DEL	LAKE HOOD TOWER	ANC TOWER	ANCHORAGE DEP CON
125.6	**119.4/128.65**	**126.8**	**118.3**	**118.6 or 135.15 as assigned**



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
Depart the traffic pattern as assigned by Lake Hood Tower. Proceed direct to the Mouth of the Little Susitna River. Maintain at or below 600' MSL.

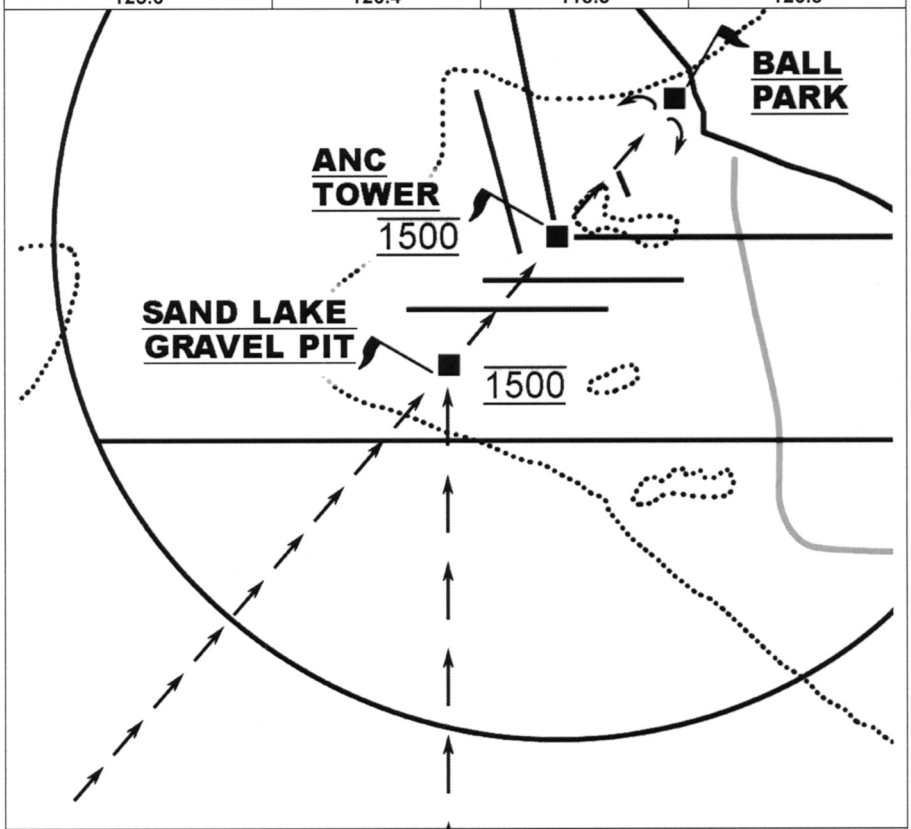
Go to www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR ARRIVAL ROUTE	GRAVEL PIT ARRIVAL LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:

The GRAVEL PIT ARRIVAL will provide direct routing to Lake Hood from the south for Class C participating aircraft. Pilots may expect this route except during times when Ted Stevens Anchorage International Airport is departing Runway 14. Contact Anchorage Approach Control at least 15 miles from Lake Hood and request the GRAVEL PIT ARRIVAL.

LAKE HOOD ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	LAKE HOOD TOWER
125.6	126.4	118.3	126.8



VFR PROCEDURE ONLY

CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

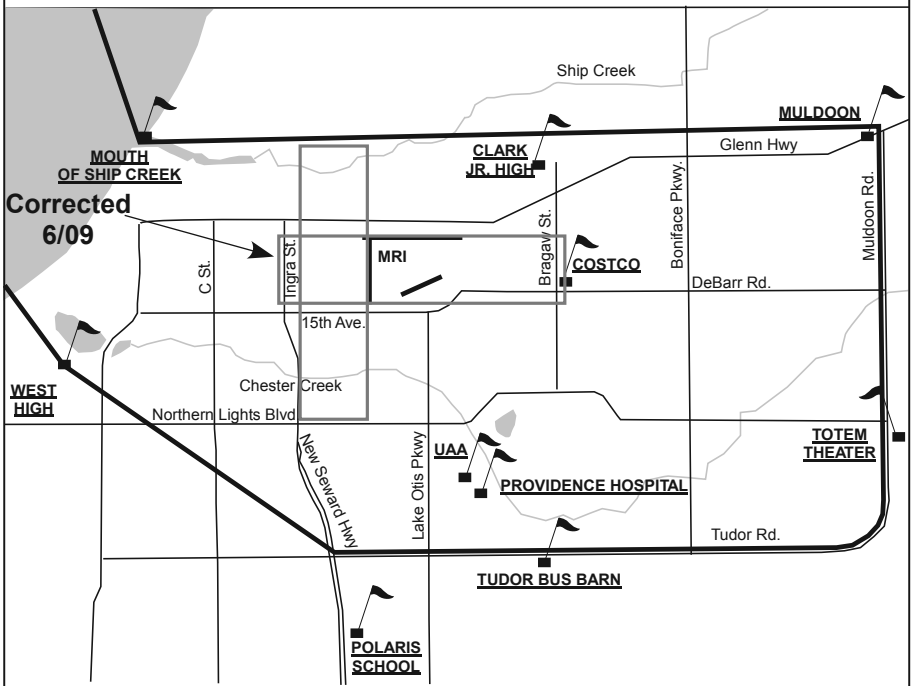
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

Proceed via the Sand Lake gravel pit direct to the Control Tower then direct to the Ball Park. Cross the gravel pit and the Anchorage Control Tower at 1,500' MSL, begin descent after the Control Tower. Expect traffic pattern entry instructions and runway assignment prior to the Ball Park. Expect frequency change to 126.8 over Anchorage Control Tower.

ANCHORAGE, ALASKA	VFR REPORTING POINTS	REPORTING POINTS TRAFFIC PATTERNS MERRILL FIELD

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY - NOT TO BE USED FOR NAVIGATION

Costco	61°12'40"N	149°48'18"W	Muldoon Interchange	61°13'37"N	149°44'00"W
Clark Junior High	61°13'21"N	149°48'41"W	UAA Campus	61°11'26"N	149°49'17"W
Polaris School	61°09'53"N	149°51'15"W	Providence Hospital	61°11'19"N	149°49'11"W
West High	61°12'04"N	149°54'59"W	Tudor Bus Barn	61°10'45"N	149°48'38"W
Mouth of Ship Creek	61°13'37"N	149°54'08"W	Totem Theater	61°11'32"N	149°43'50"W

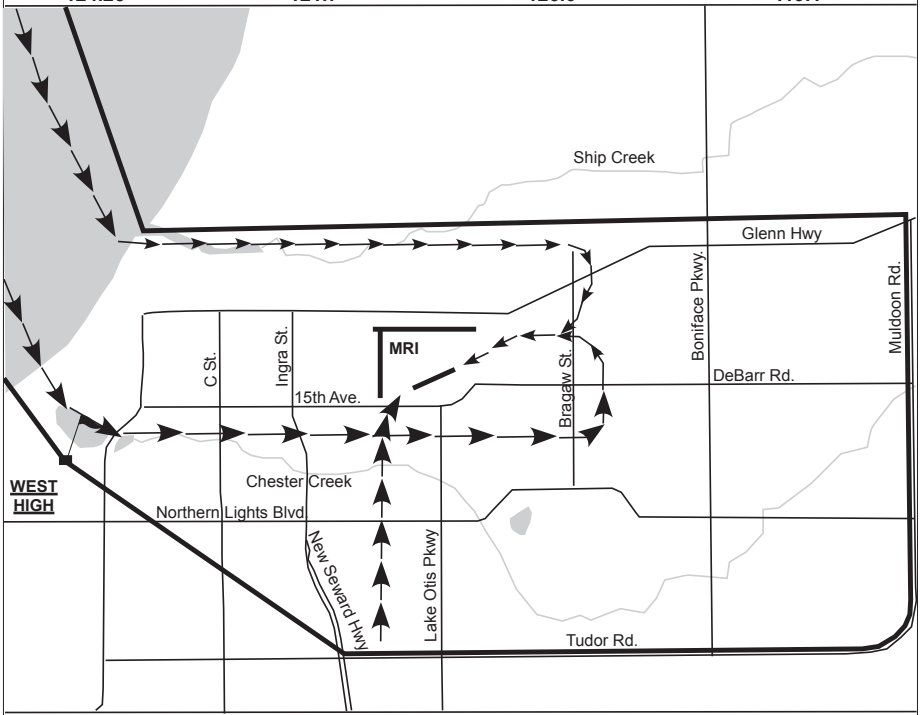
ALL AIRCRAFT: Use these reporting points to reference common geographic locations routinely referenced in the Merrill Field Traffic Pattern. Fly traffic patterns as depicted to reduce noise complaints.

Go to: *http://www.alaska.faa.gov/at* "Public Notices" for more information.

6/09

ANCHORAGE, ALASKA	VFR TRAFFIC PATTERN	TRAFFIC PATTERNS RUNWAYS 04 / 22 MERRILL FIELD

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY - NOT TO BE USED FOR NAVIGATION

PATTERN INSTRUCTIONS:

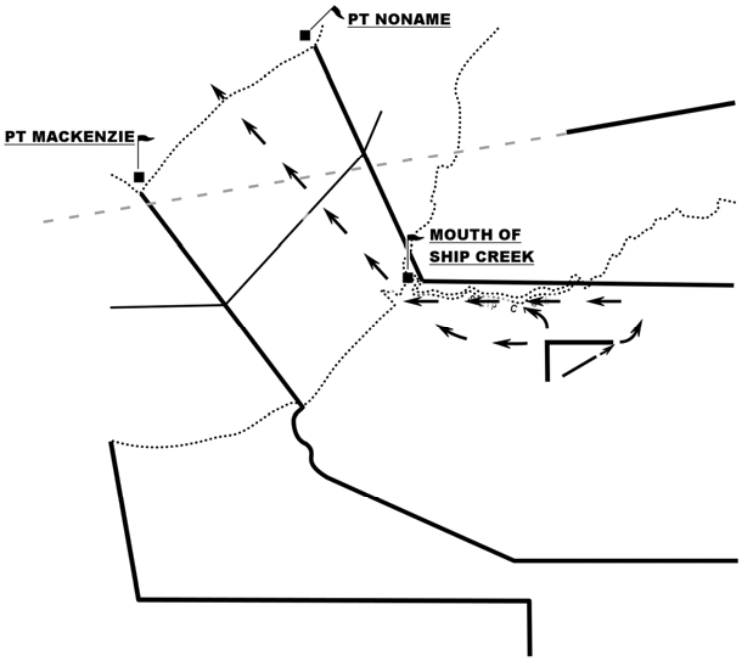
ALL AIRCRAFT: Fly standard pattern for RWY 25/34 until intercepting short final of assigned runway.

Go to: *http://www.alaska.faa.gov/at* "Public Notices" for more information. 11/07

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	SHIP CREEK DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The SHIP CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED IF AT OR ABOVE 1,400' MSL

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm below 600' or at or above 2200' (If unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 25: Turn right to the mouth of Ship Creek then northwest bound.

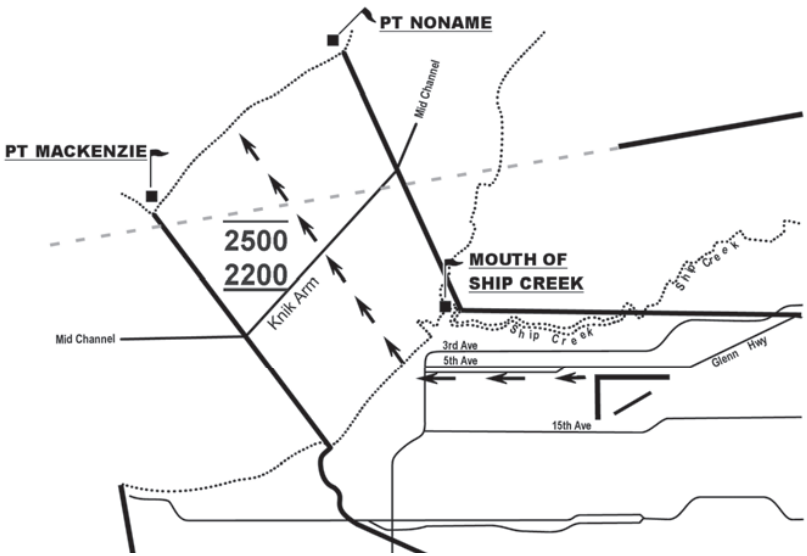
RUNWAY 4 or 7 or 34: Turn left, follow Ship Creek to the mouth of Ship Creek then northwest bound.

Go to: www.alaska.faa.gov/ata for more information. 6/07

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	SHORELINE DEPARTURE RUNWAY 25 MERRILL FIELD

ROUTE PURPOSE:
The SHORELINE DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2200' from runway 25.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED IF AT OR ABOVE 1,400' MSL

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2200' (If unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

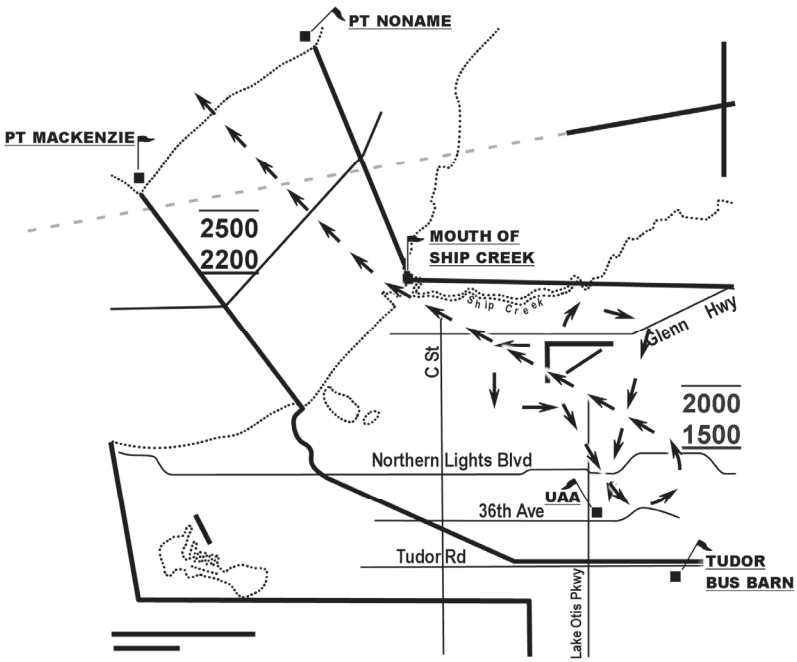
RUNWAY 25: Climb straight out to the downtown shoreline, then turn right on course to the northwest shoreline.

Go to: www.alaska.faa.gov/ata for more information. 12/06

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CITY HIGH DEPARTURE RUNWAYS 25 & 34 MERRILL FIELD

ROUTE PURPOSE:
The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2200'.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
ALL AIRCRAFT: Remain south of Ship Creek until shoreline. Cross Knik Arm at or above 2200' (If unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC..

RUNWAY 25: Depart via left downwind. After passing centerline of Runway 34, turn right southeast bound then**…**

RUNWAY 34: Depart via right downwind. Climb southbound then**…**

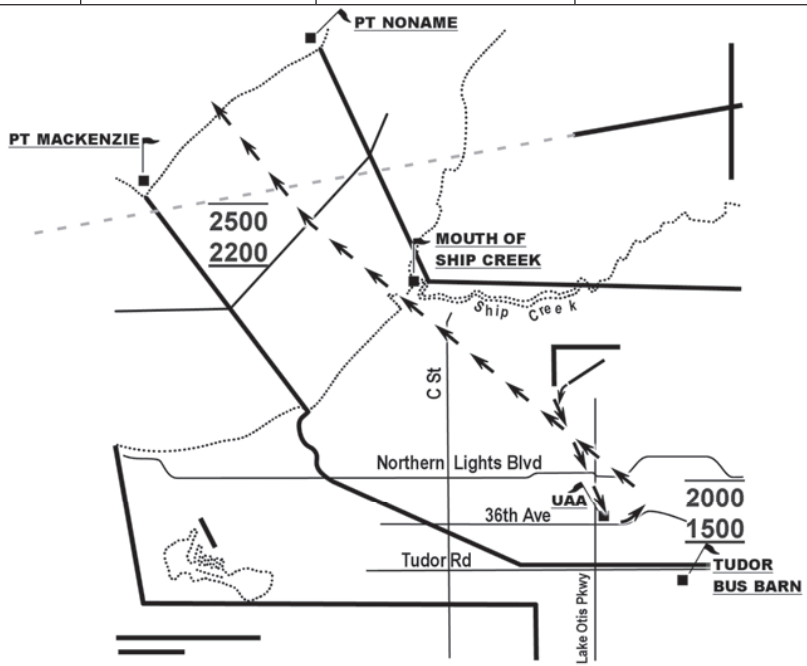
…crossing Northern Lights Blvd, turn left northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed direct to the mouth of Ship Creek. Once past MRI northwest bound, climb so as to cross mid-channel between 2200' and 2500'.

Go to: www.alaska.faa.gov/ata for more information. 10/09

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CITY HIGH DEPARTURE RUNWAYS 16 & 22 MERRILL FIELD

ROUTE PURPOSE:
The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2200'.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Remain south of Ship Creek until shoreline. Cross Knik Arm at or above 2200' (If unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 16 or 22: Turn left and proceed direct to the University of Alaska (UAA). Remain below 700' until south of Northern Lights Blvd. After UAA, climb and turn northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed direct to the mouth of Ship Creek. Once past MRI northwest bound, climb so as to cross mid-channel between 2200' and 2500'.

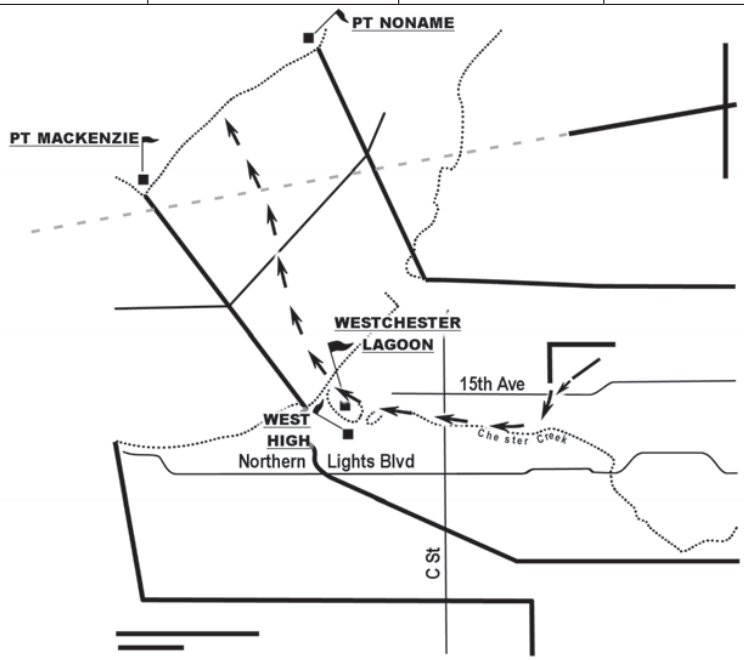
6/07

Go to: www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CHESTER CREEK DEPARTURE RUNWAYS 16 & 22 MERRILL FIELD

ROUTE PURPOSE:
The CHESTER CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest below 600'. Pilots who intend to cross Knik Arm above 2000' must either obtain approval from ATC or request the CITY HIGH DEPARTURE.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm below 600' in accordance with 14 CFR Part 93.

RUNWAY 16: Proceed to and turn right over Chester Creek. Follow the creek to Westchester Lagoon.

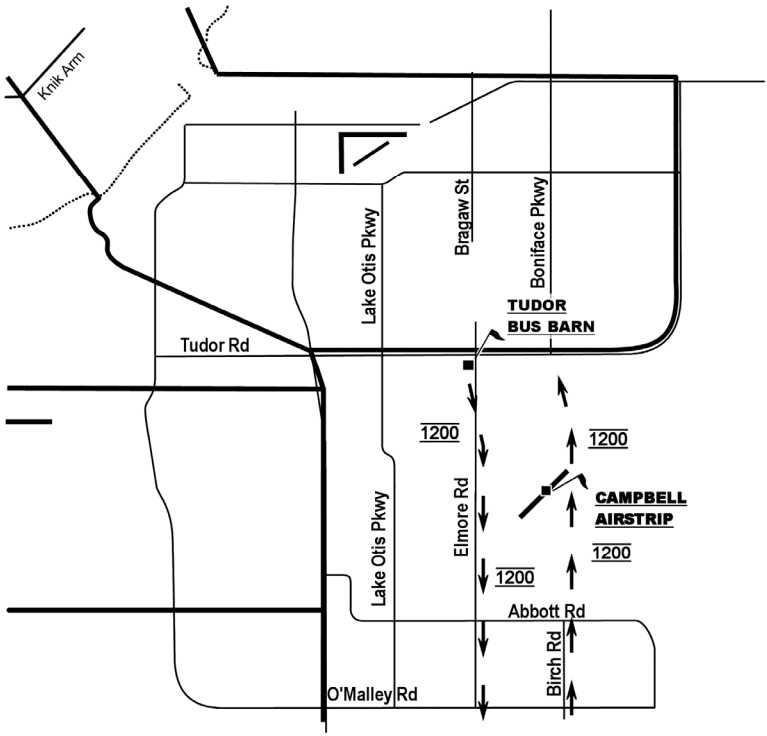
RUNWAY 22: Turn left to Chester Creek. Follow the creek to Westchester Lagoon.

Go to: www.alaska.faa.gov/ata for more information. 6/07

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE PROCEDURE	CAMPBELL ARRIVAL/DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The CAMPBELL DEPARTURE is for aircraft inbound from / departing to the south. This route significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTURES: Climb to 1200'. Maintain 1200' until passing Abbott Road, then climb or descend at pilot's discretion.

RUNWAY 7 or 4: Climb straight out to Bragaw, turn right (southbound) and follow Bragaw to the Tudor Bus Barn then…

RUNWAY 25: Depart via left downwind to midfield; proceed direct to the Tudor Bus Barn then…

RUNWAY 34: Depart via right downwind along Bragaw to the Tudor Bus Barn then…

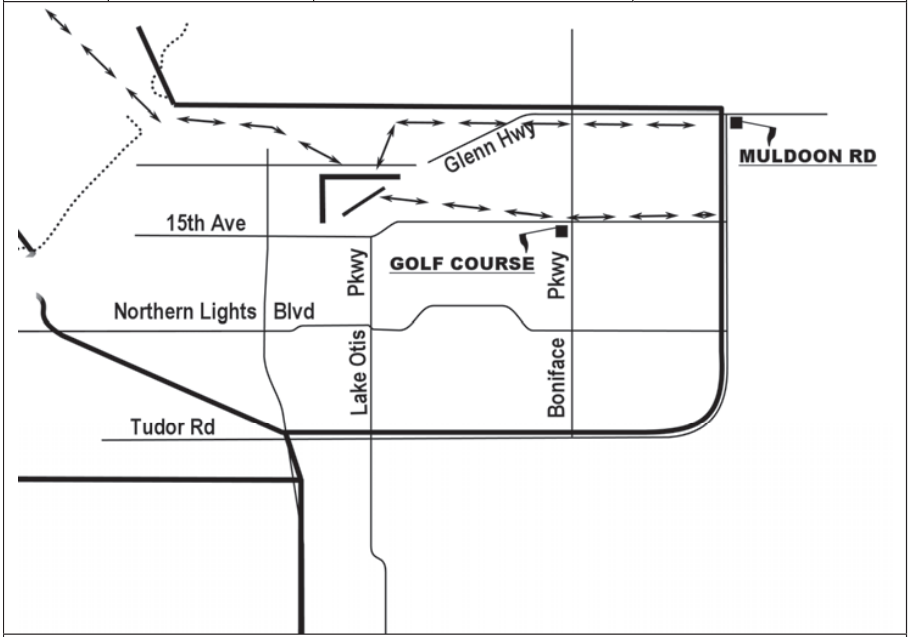
RUNWAY 16 or 22: Depart southeast bound direct to the Tudor Bus Barn then…

FROM THE TUDOR BUS BARN: Remain east of Elmore Road until south of O'Malley Road.

ARRIVALS: remain east of Campbell Airstrip and follow ATC instructions.

Go to: www.alaska.faa.gov/ata for more information. 9/09

ANCHORAGE, ALASKA		VFR DEPARTURE PROCEDURE	HELICOPTER ROUTES MERRILL FIELD
ATIS **124.25**	MERRILL TOWER **126.0**	DEPARTURE CONTROL EAST/WEST **119.1**	DEPARTURE CONTROL SOUTH **126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL HELICOPTERS: Westbound helicopters cross Knik Arm in accordance with 14 CFR Part 93. East and southbound helicopters remain below and clear of fixed wing traffic patterns. Arrival routings are the reverse of the departure routings.

Departing South of Runway 7/25:

Ship Creek South: Remain north of 15th Avenue. Cross Runway 7/25 midfield at 600' then proceed westbound along Ship Creek.

Golf Course: Proceed direct to Russian Jack Golf Course, then east to Muldoon.

Departing North of Runway 7/25:

Ship Creek: Proceed north to then west along Ship Creek.

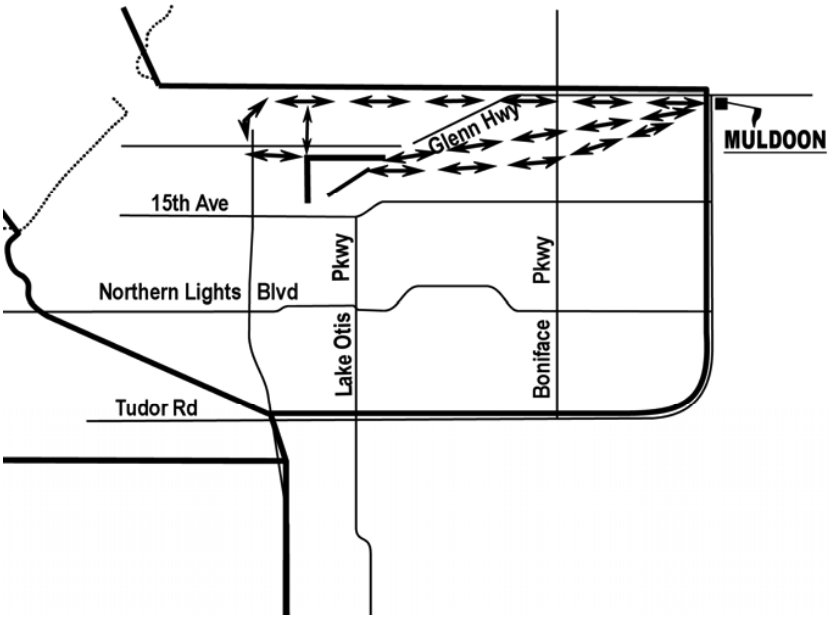
Highway: Proceed eastbound along the Glenn Highway to Muldoon.

Go to: www.alaska.faa.gov/ata for more information. 6/07

ANCHORAGE, ALASKA	SVFR ARRIVAL/DEPARTURE PROCEDURE	MULDOON SVFR ARRIVAL / DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The Muldoon ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area northeast through south of Merrill Field when the weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



SVFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

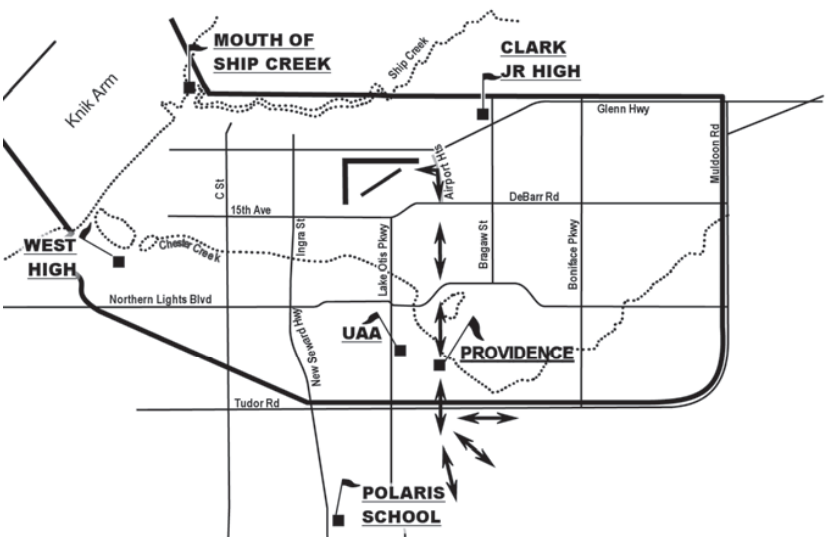
ALL AIRCRAFT: IFR operations receive priority over SVFR requests.

DEPARTURES: Request SVFR clearance from Merrill Ground Control. After airborne, maintain SVFR at or below 1200' MSL, proceed direct to Muldoon Road Interchange then on course VFR.

ARRIVALS: Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, maintain SVFR at or below 1200' MSL, proceed from Muldoon road Interchange as directed by ATC.

Go to: www.alaska.faa.gov/ata for more information. 04/07/2009

ANCHORAGE, ALASKA		VFR DEPARTURE PROCEDURE	PROVIDENCE HELICOPTER ROUTE/ MERRILL FIELD
ATIS **124.25**	MERRILL TOWER **126.0**	DEPARTURE CONTROL EAST/WEST **119.1**	DEPARTURE CONTROL SOUTH **126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL HELICOPTERS: Remain clear of fixed wing traffic patterns. Arrival routings are the reverse of the departure routings.

Providence Low: Climb and maintain **600'** until clear of the fixed wing traffic patterns.

Providence High: Climb and maintain **800'** until clear of the fixed wing traffic patterns.

Providence Unlimited: Climb at pilot's discretion **at or below 2500'**.

Providence route: Depart eastbound until Airport Heights, fly south along Airport Heights then follow the greenbelt to Providence, then on course. Arrival routing is the reverse course.

Note: Avoid over flying Providence Hospital for noise abatement.

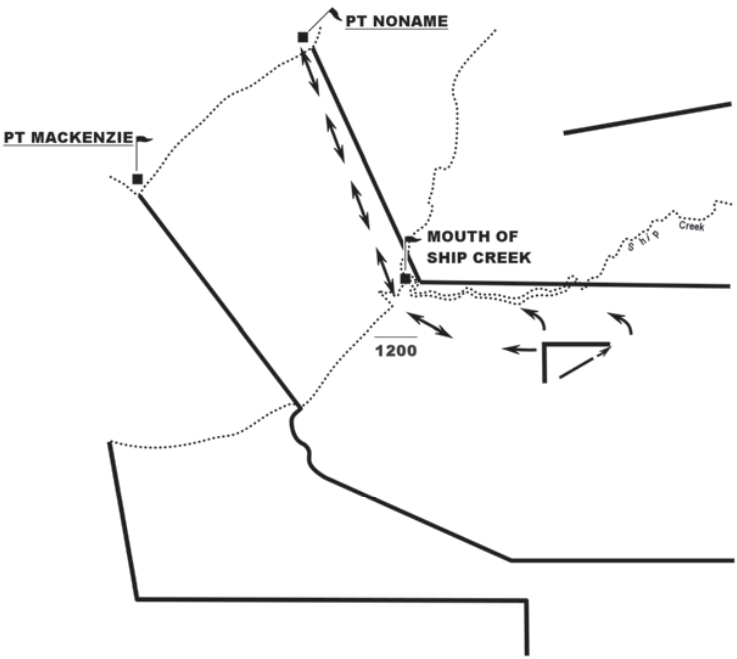
6/07

Go to: www.alaska.faa.gov/ata for more information.

ANCHORAGE, ALASKA	SVFR ARRIVAL/DEPARTURE PROCEDURE	NONAME SVFR ARRIVAL / DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The NONAME ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area north and west of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

ATIS	GROUND CONTROL	MERRILL TOWER	DEPARTURE CONTROL
124.25	**121.7**	**126.0**	**119.1**



SVFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

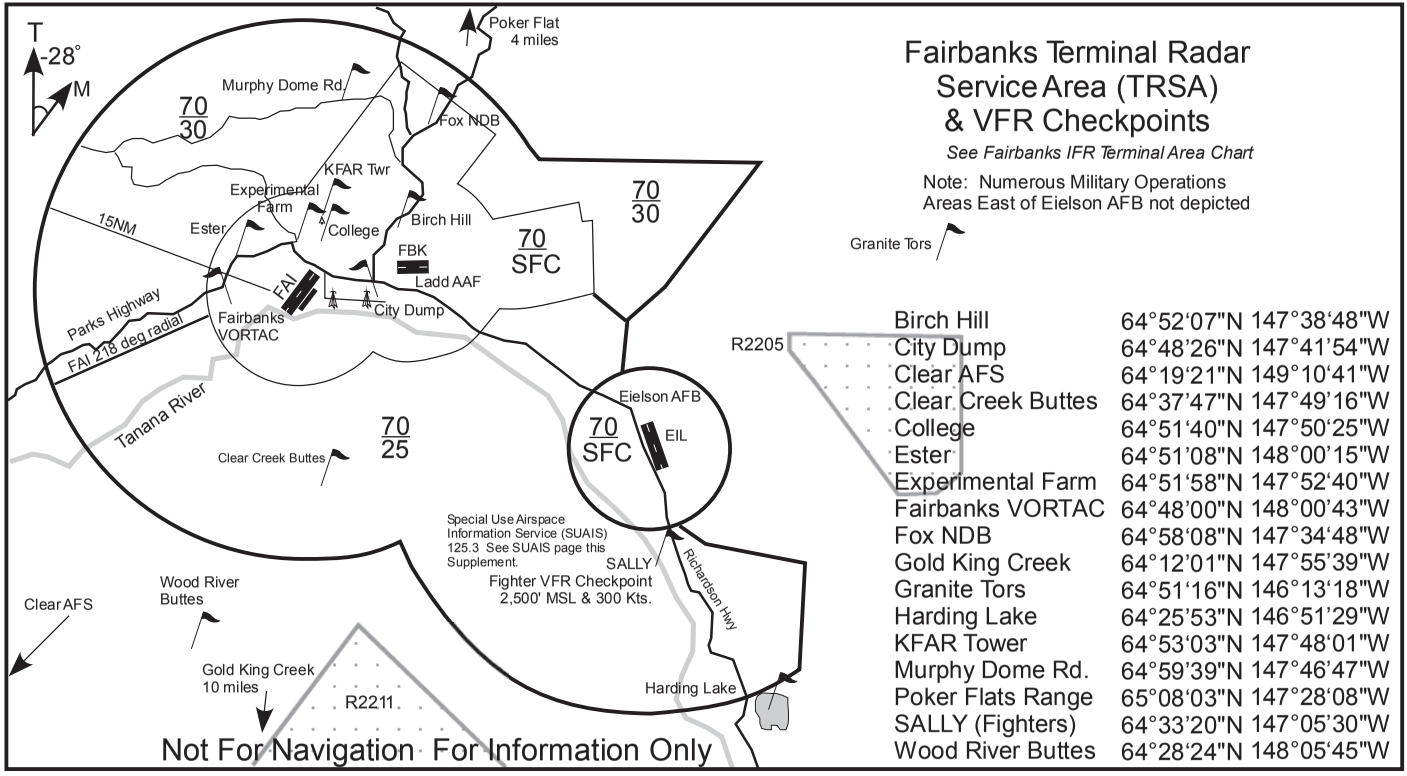
ROUTE INSTRUCTIONS:

ALL AIRCRAFT: IFR operations receive priority over SVFR requests.

DEPARTURES: Request SVFR clearance from Merrill Ground Control. After airborne, maintain SVFR at or below 1200', proceed direct to the mouth of Ship Creek, then direct to Point Noname.

ARRIVALS: Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, maintain SVFR at or below 1200', proceed from over Point Noname direct to the mouth of Ship Creek, then as directed by ATC.

Go to: www.alaska.faa.gov/ata for more information. 6/07



Fairbanks Terminal Radar Service Area (TRSA) & VFR Checkpoints

See Fairbanks IFR Terminal Area Chart

Note: Numerous Military Operations Areas East of Eielson AFB not depicted

Granite Tors

R2205

Birch Hill	64°52‘07"N 147°38‘48"W
City Dump	64°48’26"N 147°41’54"W
Clear AFS	64°19‘21"N 149°10‘41"W
Clear Creek Buttes	64°37’47"N 147°49’16"W
College	64°51‘40"N 147°50‘25"W
Ester	64°51’08"N 148°00’15"W
Experimental Farm	64°51‘58"N 147°52‘40"W
Fairbanks VORTAC	64°48’00"N 148°00’43"W
Fox NDB	64°58‘08"N 147°34‘48"W
Gold King Creek	64°12’01"N 147°55’39"W
Granite Tors	64°51‘16"N 146°13‘18"W
Harding Lake	64°25’53"N 146°51’29"W
KFAR Tower	64°53‘03"N 147°48‘01"W
Murphy Dome Rd.	64°59’39"N 147°46’47"W
Poker Flats Range	65°08‘03"N 147°28‘08"W
SALLY (Fighters)	64°33’20"N 147°05’30"W
Wood River Buttes	64°28‘24"N 148°05‘45"W

Notes for the Fairbanks Area

Fairbanks General Guidelines

1. Each person operating an aircraft within the Fairbanks Terminal Radar Service Area (TRSA) should operate that aircraft according to the rules set forth in this section unless otherwise authorized or required by ATC.

2. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

3. All aircraft while in the Fairbanks Surface Area should fly with their lights on at all times.

4. Arriving aircraft should contact Fairbanks Approach at least 20 miles from the airport of arrival destination. Arriving traffic northeast through east through southeast of Fairbanks International Airport should contact Fairbanks Approach on 126.5. All other arrivals should contact Fairbanks Approach on 125.35.

5. All aircraft arriving Fairbanks International Airport on downwind from the north or south remain at least 1 mile east or west of the extended runway centerlines for Fairbanks International RWYs 1/19.

Fairbanks Traffic Pattern Altitudes

Aircraft arrival/departure altitudes may vary from these listed:

Reciprocating-engine	1,500 MSL
Large and turbine powered aircraft	2,000 MSL

Chena Marina procedures

1. Arrival/departure/pattern traffic for Chena Marina contact Fairbanks Tower on 118.3.

2. Chena Marina traffic will observe a ceiling of 1,200 MSL while in the pattern.

3. Traffic patterns will be to the west of the Chena Marina runway and float pond with Chena Ridge being the western boundary.

4. All Chena Marina traffic will remain west of Chena Pump Road at or below 1200 MSL and will advise Fairbanks Tower prior to crossing Chena Pump Road eastbound.

5. Departure traffic remains west of Fairbanks International Airport at all times unless otherwise authorized or required by ATC.

6. In the interest of safety, please utilize Fairbanks Radar Services whenever departing Chena Marina.

TRSA Services

A. Standard TRSA departure instructions

Departing aircraft should monitor the ATIS, then contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS prior to taxi. Pilots are expected to inform the controller of an intended destination and/or initial heading and desired cruising altitude. All departing aircraft will be given TRSA services unless the pilot states "negative TRSA service" or makes a similar comment.

B. TRSA departure (VFR departing aircraft)

The standard TRSA departure for Fairbanks International Airport will be to fly runway heading for the runway assigned, departure frequency on 125.35. This will be referred to as the "TRSA departure". Fairbanks Clearance Delivery will issue to each aircraft: "TRSA departure, squawk (code)".

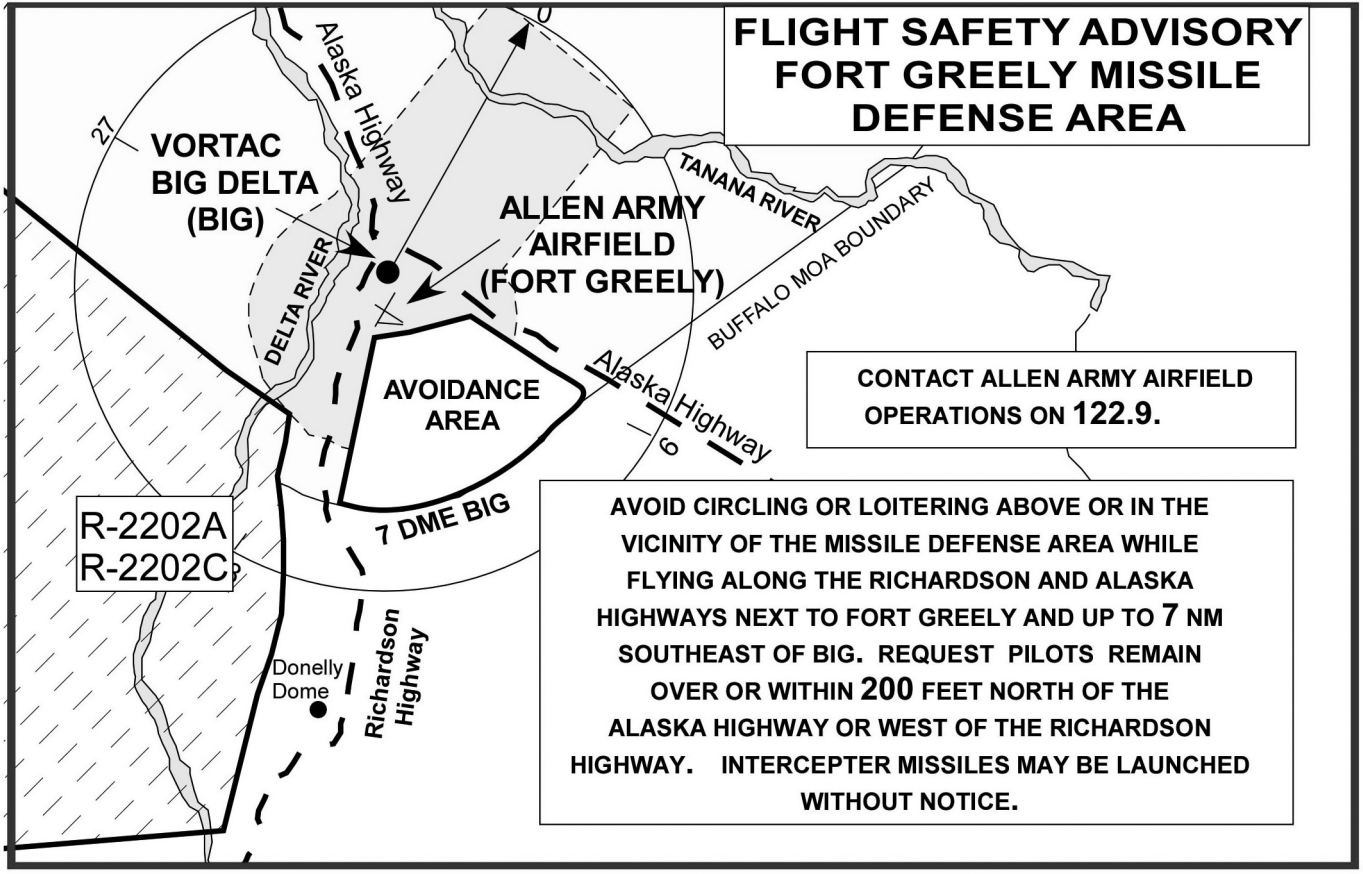
C. TRSA service from Float Pond

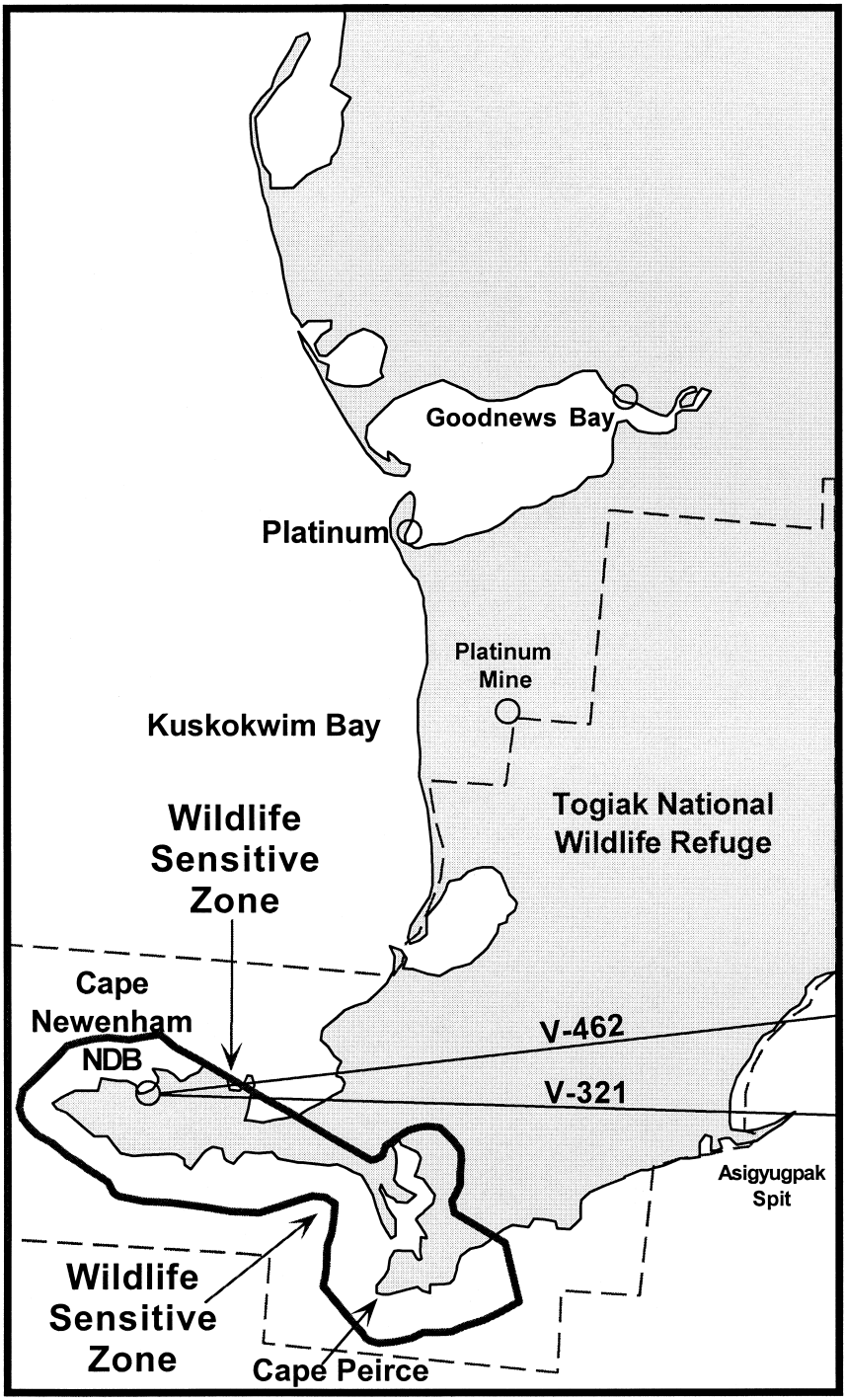
Clearance Delivery frequency stated on ATIS. Aircraft departing the Float Pond at Fairbanks International Airport should monitor the ATIS, then contact Fairbanks Clearance Delivery for services. Those departing aircraft should then contact Fairbanks Tower 118.3 directly for taxi clearance.

D. TRSA service from satellite airports

Clearance Delivery frequency stated on ATIS. Aircraft departing satellite airports, inside the Fairbanks Class D surface area, such as Chena Marina, Chena River, Metro Field, and Peger Pond, and requesting TRSA services should monitor the ATIS, then contact Fairbanks Clearance Delivery for TRSA services. Those departing aircraft should then contact Fairbanks Tower directly on 118.3.

Internet website: http://www.alaska.faa.gov/at


FLIGHT SAFETY ADVISORY
FORT GREELY MISSILE
DEFENSE AREA
VORTAC
BIG DELTA
(BIG)
27
Alaska Highway
ALLEN ARMY
AIRFIELD
(FORT GREELY)
TANANA RIVER
BUFFALO MOA BOUNDARY
DELTA RIVER
AVOIDANCE
AREA
Alaska Highway
CONTACT ALLEN ARMY AIRFIELD
OPERATIONS ON 122.9.
R-2202A
R-2202C
7 DME BIG
AVOID CIRCLING OR LOITERING ABOVE OR IN THE
VICINITY OF THE MISSILE DEFENSE AREA WHILE
FLYING ALONG THE RICHARDSON AND ALASKA
HIGHWAYS NEXT TO FORT GREELY AND UP TO 7 NM
SOUTHEAST OF BIG. REQUEST PILOTS REMAIN
OVER OR WITHIN 200 FEET NORTH OF THE
ALASKA HIGHWAY OR WEST OF THE RICHARDSON
HIGHWAY. INTERCEPTER MISSILES MAY BE LAUNCHED
WITHOUT NOTICE.
Donelly
Dome
Richardson
Highway



AL. 23 SEP 2010 to 18 NOV 2010

YOUR SUPPORT AND COOPERATION IS REQUESTED TO MINIMIZE DISTURBANCE TO WALRUS RESTING AT CAPE NEWENHAM AND CAPE PEIRCE

These are important resting areas for Pacific Walrus. Each summer, thousands of walrus migrate into Bristol Bay to feed on rich beds of clams and other marine organisms. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed around the shoreline in the Togiak National Wildlife Refuge. In recent years, the number of walrus using the haulouts in the refuge has increased substantially and these haulouts have become one of the most important resting areas for walrus in Alaska.

Walrus are sensitive to Human Disturbances. Although responses to human activities are variable, walrus will often flee haulouts in response to the sight, sound, or odor of humans or their machines. Trampling deaths associated with haulout disturbance is one of the largest known sources of natural mortality for walrus. Frequent or prolonged disturbances may even result in long term haulout abandonment.

Distrubing Walrus is against the law. Operating an aircraft or boat in a manner which results in disturbing, harassing, herding, hazing, or driving of walrus is prohibited under provisions of the Marine Mammals Protection Act and Federal Airborne Hunting Act.

You can help minimize disturbances to Walrus at Cape Newenham and Cape Peirce. To ensure that walrus are not disturbed, please follow these guidelines between April 1st and October 31st when traveling near Cape Newenham and Cape Peirce:

+ Fixed wing aircraft remain at altitudes greater than 2,000 feet above ground level (AGL) within 1/2 mile of the Togiak National Wildlife Refuge boundary. Helicopters remain at altitudes greater than 5,000 feet AGL within one (1) nautical mile of the boundary. If cloud conditions necessitate flying lower than these recommended altitudes, please pass inland to avoid flushing walrus from the beach.

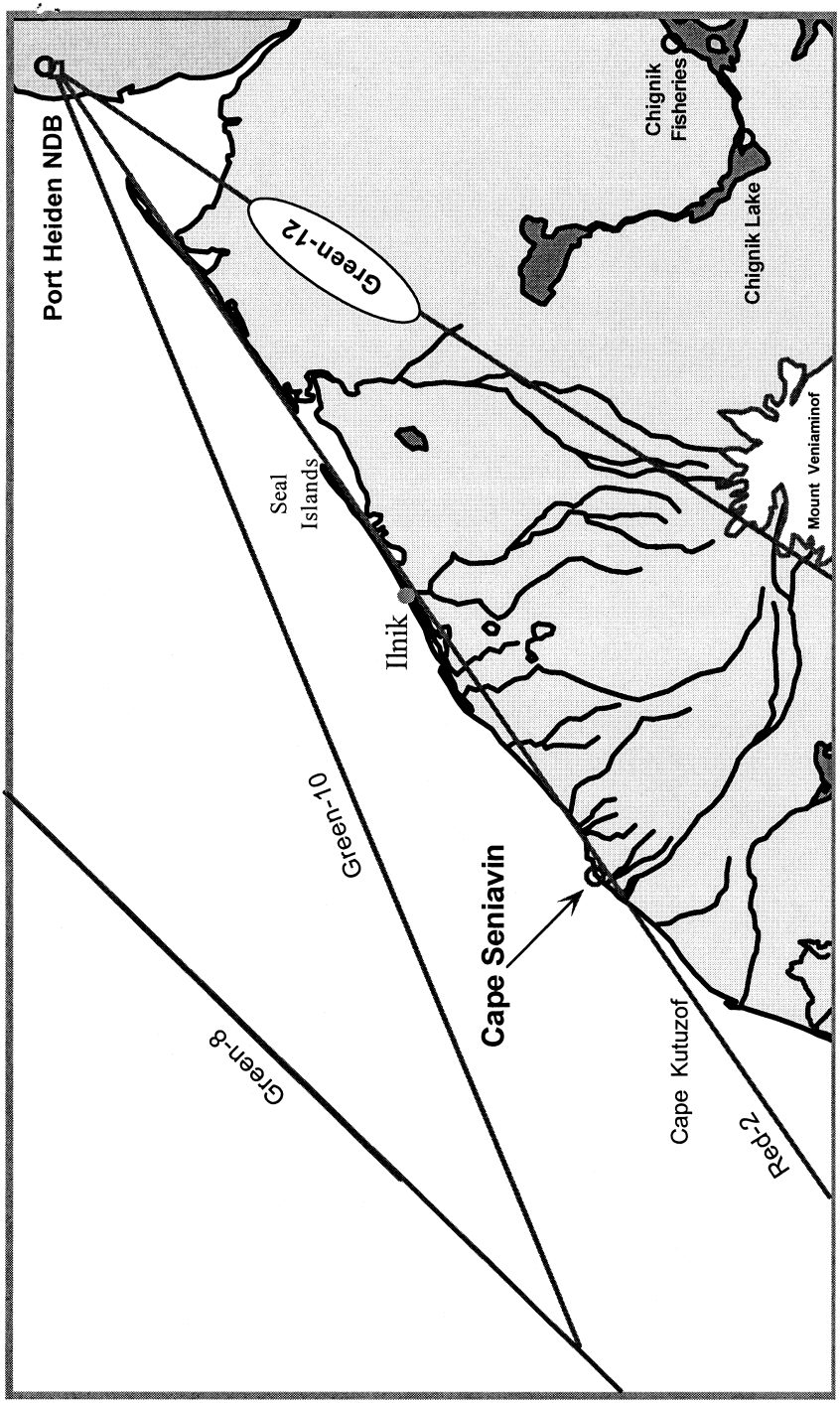
+ Walrus are particularly sensitive to changes in engine noise and are more likely to stampede off beaches when planes turn or fly low overhead - please avoid circling or turning while in the area of the haulout.

+ Aircraft visiting Togiak National Wildlife Refuge should land well away from the haulout and only taxi as close to the haulout as is necessary for landing and take off. Approaching the haulout by foot will greatly reduce the amount of disturbance to the animals resting at the haulout.

+ Marine vessels are requested to remain at least 1/2 mile from shore when transiting past Cape Newenham and Cape Peirce.

To report incidences of harassment contact:
USFWS Law Enforcement Division: 1-800-858-7621

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Marine Mammals Management Field Office
1011 E. Tudor Road
Anchorage Alaska 99503-6199 Toll free: 1-800-362-5148; fax 786-3816


Port Heiden NDB
Green-12
Chignik Fisheries
Chignik Lake
Seal Islands
Mount Veniaminof
Ilnik
Green-10
Cape Seniavin
Green-8
Cape Kutuzof
Red-2

YOUR SUPPORT AND COOPERATION IS REQUESTED TO MINIMIZE DISTURBANCE TO WALRUS RESTING AT CAPE SENIAVIN

Cape Senivan is an important resting area for Pacific Walrus. Each summer, thousands of walrus migrate into Bristol Bay to feed on rich beds of clams and other marine organisms. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed around the Bay. In recent years, the number of walrus using the haulout at Cape Seniavin on the Alaska Peninsula has increased substantially and this haulout has become one of the most important resting areas for walrus in Alaska.

Walrus are sensitive to Human Disturbances. Although responses to human activities are variable, walrus will often flee haulouts in response to the sight, sound, or odor of humans or their machines. Trampling deaths associated with haulout disturbance is one of the largest known sources of natural mortality for walrus. Frequent or prolonged disturbances may even result in long term haulout abandonment.

Disturbing Walrus is against the law. Operating an aircraft or boat in a manner which results in disturbing, harassing, herding, hazing, or driving of walrus is prohibited under provisions of the Marine Mammals Protection Act and Federal Airborne Hunting Act.

Aviators can help minimize distrurbances to Walrus at Cape Seniavin. To ensure that walrus are not disturbed, please follow these guidelines between April 1st and October 31st when traveling near Cape Seniavin:

+ Fixed wing aircraft remain at altitudes greater than 2,000 feet above ground level (AGL) within 1/2 mile of Cape Seniavin (56°24'N, 160°09'W). Helicopters remain at altitudes greater than 5,000 feet AGL within one (1) nautical mile of the Cape. If cloud conditions necessitate flying lower than these recommended altitudes, please pass inland to avoid flushing walrus from the beach.

+ Walrus are particularly sensitive to changes in engine noise and are more likely to stampede off beaches when planes turn or fly low overhead - please avoid circling or turning while in the area of the haulout.

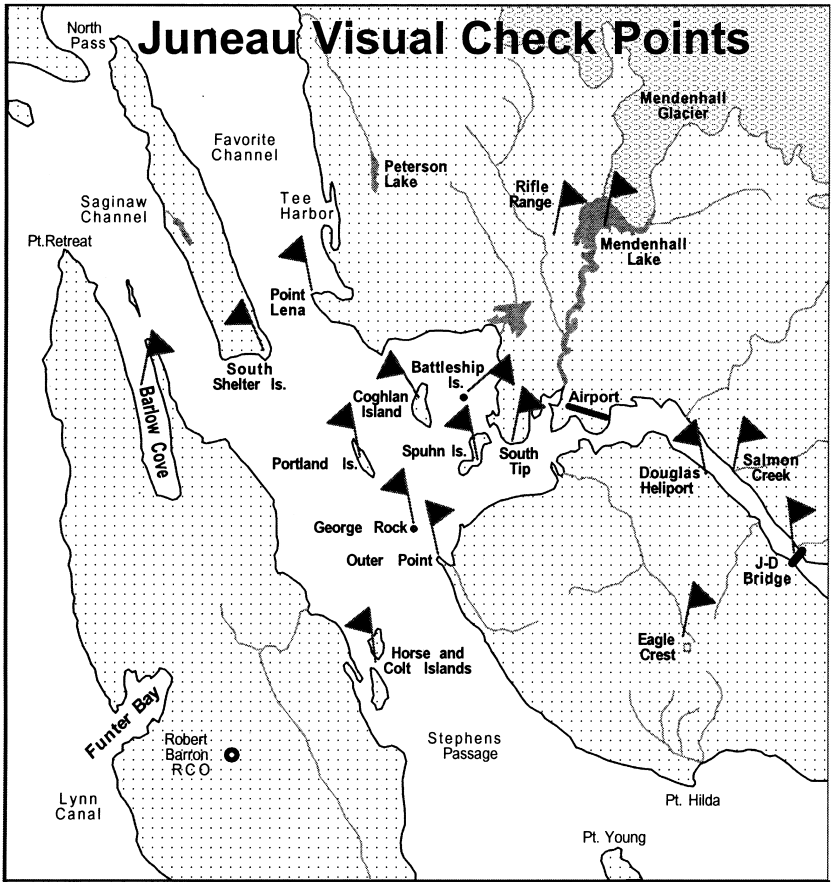
+ Aircraft visiting Cape Seniavin should land well away from the haulout and only taxi as close to the haulout as is necessary for landing and take off. Approaching the haulout by foot will greatly reduce the amount of disturbance to the animals resting at the haulout.

+ Marine vessels are requested to remain at least 1/2 mile from shore when transiting past the Cape.

THANK YOU FOR YOUR HELP AND COOPERATION.

To report incidences of harassment contact:
USFWS Law Enforcement Division: 1-800-858-7621

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Marine Mammals Management Field Office
1011 E. Tudor Road
Anchorage Alaska 99503-6199 Toll free: 1-800-362-5148; fax 786-3816



Juneau Visual Check Points	NAD 83		Frequencies
Barlow Cove	N 58° 21' 38"	W 134° 53' 26"	Juneau RCO
Battleship Island	N 58° 21' 34"	W 134° 39' 53"	118.7
Coghlan Island	N 58° 23' 13"	W 134° 42' 04"	Robert Barron RCO
Douglas Heliport	N 58° 19' 56"	W 134° 29' 50"	121.1
Eaglecrest	N 58° 16' 27"	W 134° 30' 46"	Juneau Downtown RCO
George Rock	N 58° 18 '54"	W 134° 42' 04"	122.15
Horse and Colt Islands	N 58° 15' 45"	W 134° 43' 56"	Juneau AFSS
J-D Bridge	N 58° 17' 56"	W 134° 25' 46"	122.2 118.7
Marmion Island	N 58° 11' 55"	W 134° 15' 25"	Juneau CTAF
Mendenhall Lake	N 58° 25' 22"	W 134° 33' 57"	118.7
Outer Point	N 58° 18' 07"	W 134° 41' 18"	Juneau ASOS / ATIS
Point Bishop	N 58° 12' 03"	W 134° 09' 00"	126.4
Point Lena	N 58° 23' 45"	W 134° 46' 39"	Juneau Tower
Portland Island	N 58° 21' 07"	W 134° 45' 31"	278.3 118.7 120.7
Rifle Range	N 58° 24' 54"	W 134° 36' 23"	Juneau Ground Control
Salmon Creek	N 58° 19' 49"	W 134° 28' 28"	121.9
South Shelter Island	N 58° 22 '30"	W 134° 48' 31"	National Guard Ops
South Tip	N 58° 20' 30"	W 134° 37' 51"	124.65
Spuhn Island	N 58° 20' 05"	W 134° 39' 37"	Anchorage Center 133.9

Notes for the Juneau Area

Juneau General Guidelines

1. All aircraft should fly with their lights on at all times.
2. Aircraft should fly to the right side while in the Gastineau Channel.
3. Limit radio communication on frequencies 123.05 & 122.75 to position reports.
4. Traffic southeast bound from Juneau Airport should change frequency prior to crossing the bridge to 123.05 to monitor seaplane traffic in the downtown harbor.
5. Maintain at least 1,500 feet AGL in heavy tour areas to avoid conflicts. Pilots should be familiar with tour routes, reporting points, and announce intentions on published frequencies.
6. Enter drainage's (upstream) at even thousands (1,000, 2,000, 3,000, etc). Exit drainages (downstream) at 500 foot intervals (1,500, 2,500, 3,500, etc).
7. Traffic west bound from Juneau Airport toward Cross Sound / Icy Straits, fly at 500 foot intervals.
8. Above 3,000 feet AGL, maintain the appropriate altitude as specified in the Code of Federal Regulations, 14 CFR Part 91.159, VFR Cruising Altitude or Flight Level.

Juneau Traffic Pattern Altitudes

Aircraft arrival/departure altitudes may vary from these listed:

Helicopters:	500 feet
Fixed wing:	1,000 feet
Turbo-jet:	1,500 feet or above

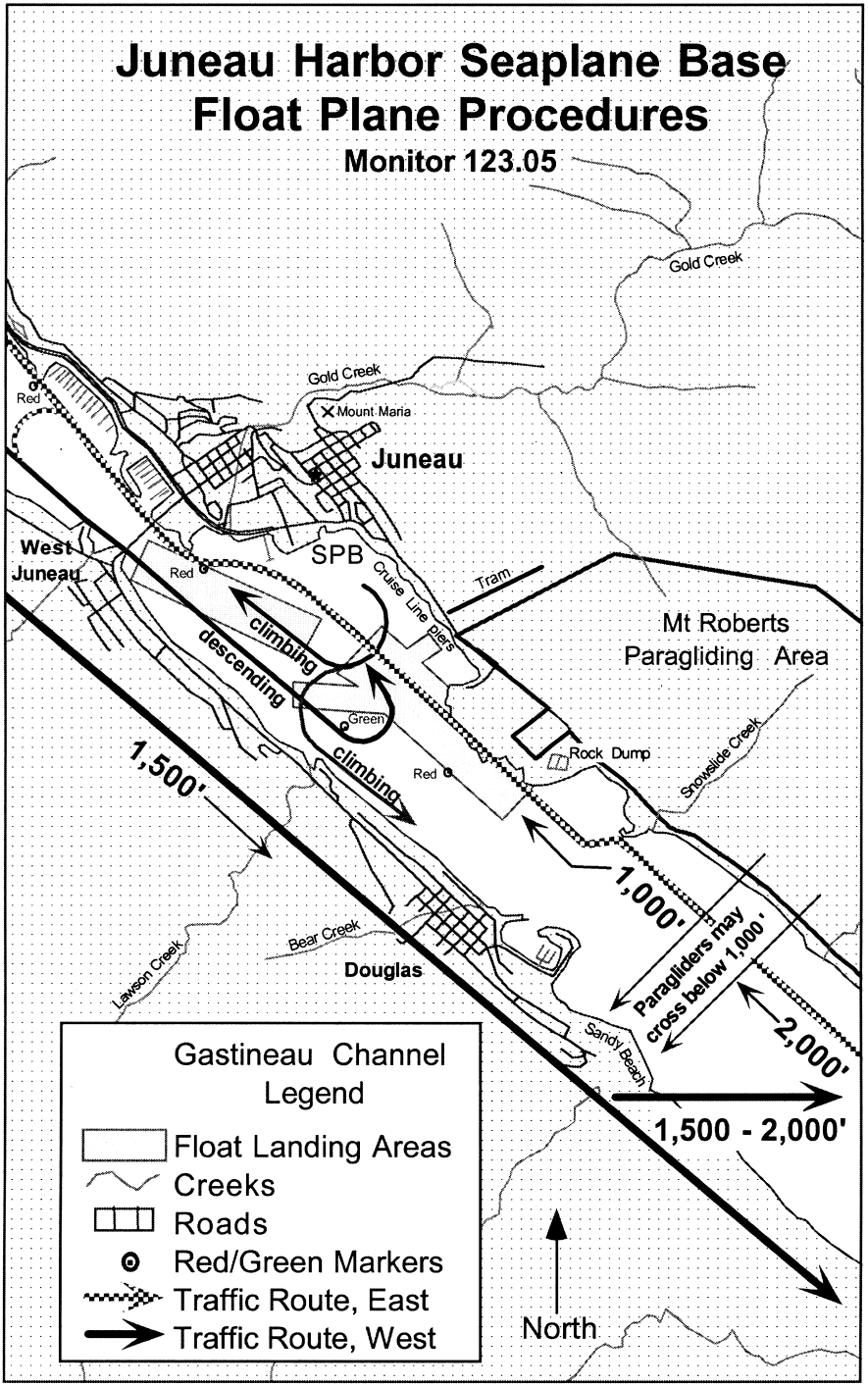
Juneau Harbor Seaplane Base Standard Procedures

1. Direct questions to US Coast Guard Marine Safety Office in Juneau (907-463-2464), the FAA AFSS (907- 789-6124), or the FAA FSDO (907-586-7532).
2. Follow international navigation rules while operating as a vessel (on the water).
3. No take-offs, landings, nor step taxiing within a cruise ship lightering corridor.
4. Take-offs, landings, or step taxiing only within the boundaries of the take-off and landing cooridors. Pilots have the option to use other areas when wind and weather conditions require, but must maintain adequate separation from vessel traffic.
5. Observe right-hand traffic rule in the channel.
6. Pilots are reminded not to fly within 500 feet of any structures, expect as necessary for take-off and landing.
7. Take-offs and landings should be made on the outside of the cruise ship due to the tenders transiting between the ship and the dock. Be aware that choppy water can exist due to wakes caused by fishing boat and pleasure boat activity.

Traffic between Juneau/Haines/Skagway

1. Traffic north bound from Juneau to Haines / Skagway should fly at altitudes of 1,500 or 2,500 MSL and close to the shoreline. Traffic flying up Tiaya Inlet (Haines to Skagway) should fly to the left of the inlet.
2. Traffic south bound from Haines and Skagway should, weather permitting, fly at altitudes of 1,000, 2,000, or 3,000 MSL and futher out over the water (within gliding distance of shore). South bound traffic from Skagway thru the Tiaya Inlet should fly to the left of the inlet.
3. Traffic to Haines and Skagway, pilots should give a position report 10 minutes or 15 miles out and when entering the traffic pattern on the published CTAF: Haines – 122.9, Skagway – 122.9.
4. Monitor 122.9 while operating in Lynn Canal.

Internet Website: http://www.alaska.faa.gov


Juneau Harbor Seaplane Base
Float Plane Procedures
Monitor 123.05
Gold Creek
Gold Creek
Red
Mount Maria
Juneau
West Juneau
Red
SPB
Cruise Line Piers
Tram
Mt Roberts Paragliding Area
climbing
descending
Green
climbing
Red
Rock Dump
Snowslide Creek
1,500'
1,000'
Paragliders may cross below 1,000'
2,000'
1,500 - 2,000'
Bear Creek
Lawson Creek
Douglas
Sandy Beach
Gastineau Channel
Legend
Float Landing Areas
Creeks
Roads
Red/Green Markers
Traffic Route, East
Traffic Route, West
North

Ralph Wien Memorial Airport
Kotzebue, Alaska
Vehicle Control
Procedures for
Aircraft landing on Runway 9
Effective
November 24, 2009

******CAUTION****** A road with frequent commercial vehicle traffic crosses the extended centerline of Runway 9 just west of the approach end. The State of Alaska has installed crossing control gates that are pilot activated to block vehicle access while aircraft are on final approach to Runway 9.

GATE OPERATING PROCEDURES:

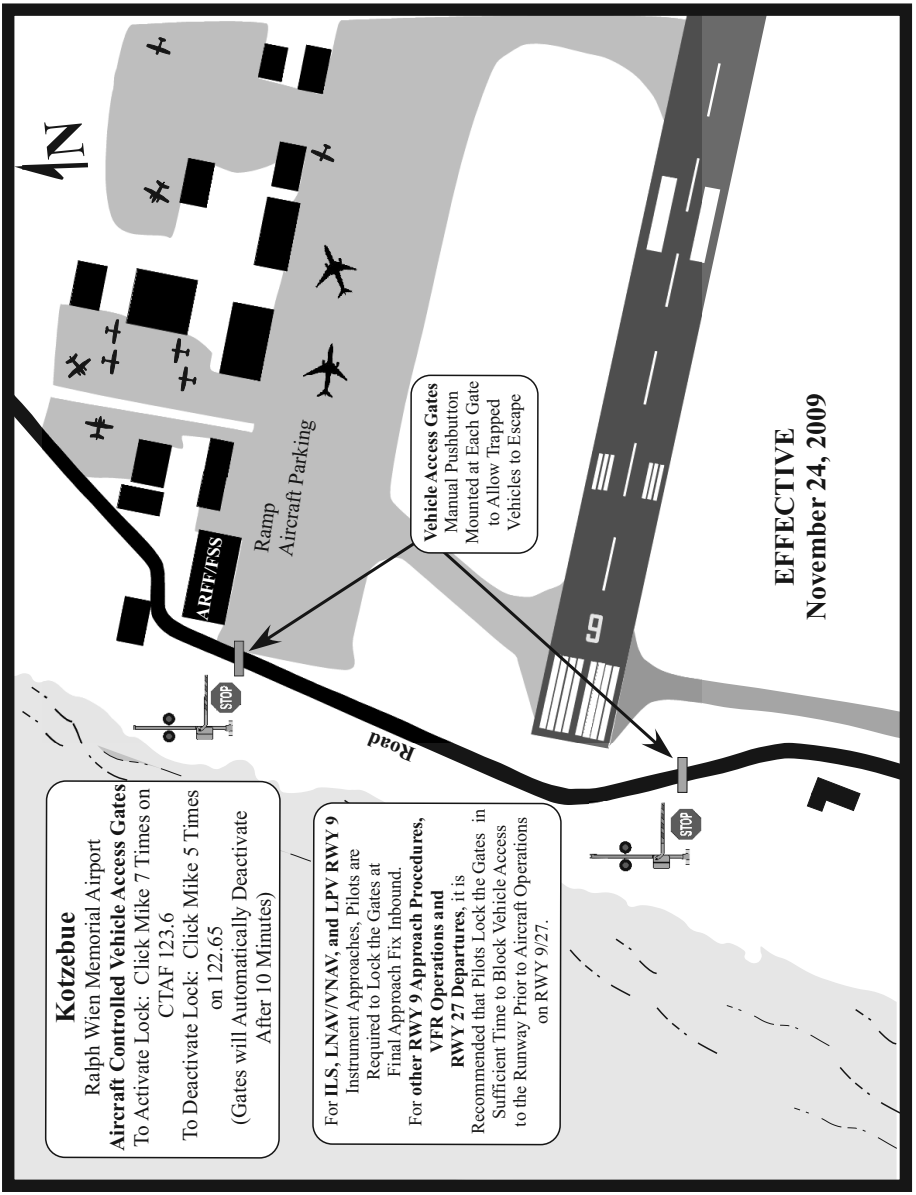
Drivers of vehicles activate gate opening by driving through a sensor that opens 2 gates on either side of the approach end of Runway 9 for 15 seconds. After 15 seconds, gates close again.

Pilots are able to lock gates for 10 minutes by 7 mike clicks on CTAF 123.6 Mhz. Pilots may unlock gates prior to 10 minutes with 5 mike clicks on CTAF 122.65 Mhz.

PILOT REQUIREMENTS:

ILS or LOC/DME RWY 9 Standard Instrument Approach Procedure (SIAP): Pilots are required to lock the vehicle access gates not later than the final approach fix (FAF) inbound.

All other SIAPs to Runway 9 and all VFR aircraft on final to runway 9: Pilots are requested by Ralph Wien Memorial Airport Management to lock the vehicle access gates in sufficient time to ensure that vehicle traffic is blocked prior to crossing over the runway 9 threshold.


Kotzebue
Ralph Wien Memorial Airport
Aircraft Controlled Vehicle Access Gates
To Activate Lock: Click Mike 7 Times on CTAF 123.6
To Deactivate Lock: Click Mike 5 Times on 122.65
(Gates will Automatically Deactivate After 10 Minutes)
For ILS, LNAV/VNAV, and LPV RWY 9 Instrument Approaches, Pilots are Required to Lock the Gates at Final Approach Fix Inbound.
For other RWY 9 Approach Procedures, VFR Operations and RWY 27 Departures, it is Recommended that Pilots Lock the Gates in Sufficient Time to Block Vehicle Access to the Runway Prior to Aircraft Operations on RWY 9/27.
STOP
STOP
ARFF/FSS
Ramp
Aircraft Parking
Road
Vehicle Access Gates
Manual Pushbutton
Mounted at Each Gate
to Allow Trapped
Vehicles to Escape
9
N
EFFECTIVE
November 24, 2009

Procedures for Operations at Unalaska Airport

****DANGER**** There is a road crossing the approach of RWY 30. Warning System and Gates must be activated. The gates are controlled by Pilot Controlled Lighting (PCL) on frequency 122.6 (CTAF). This frequency controls the REILS, MIRLS, and the gates.

TWO WAY RADIO COMMUNICATIONS ARE STRONGLY RECOMMENDED FOR ALL AIRCRAFT OPERATING AT UNALASKA AIRPORT.

For all departures and arrivals the pilot can turn on the runway lighting with 7 'clicks' on the microphone on frequency 122.6. This action will 1) Turn on the flashing red stop lights on either side of the runway 30 approach, 2) Turn on the MIRLS at high level, 3) Activate the REILS, and 4) Lower the three gates depicted on the adjoining graphic. **Warning:** Once the system is on, 3 'clicks' on the microphone will deactivate it. So, do not lower the intensity of the runway lights, unless safety of flight dictates.

****If the REILS are not flashing, the gates and warning system are not active.****

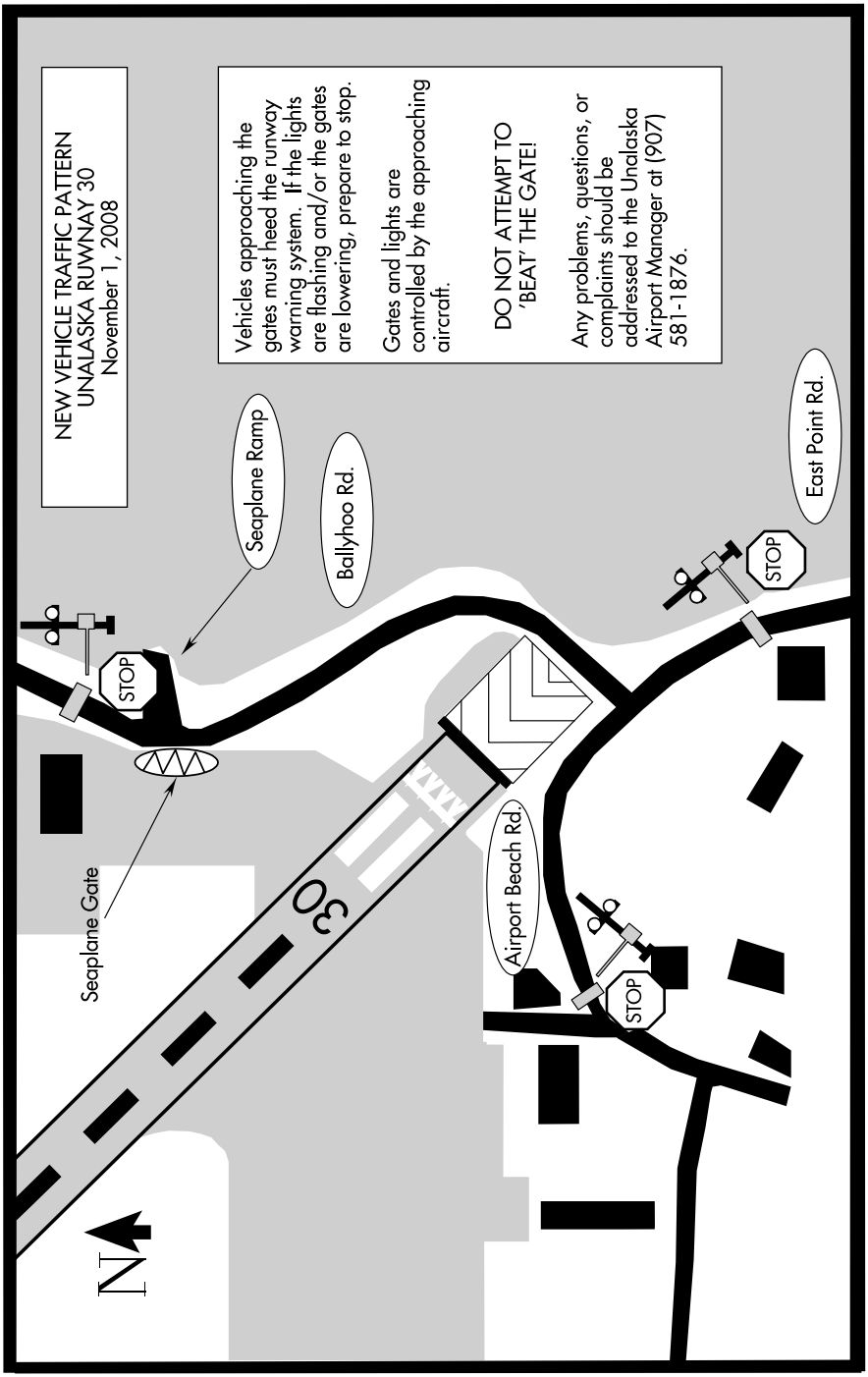
Prior to arrival, pilots are recommended to contact a company that performs ground handling operations at the airport. When the service is available, these companies will have a 'Mobile One' operator designated to physically place a vehicle and driver with an aircraft radio close to the approach end of RWY 30. 'Mobile One' will monitor CTAF and advise the aircraft that the gates have lowered, that there are no vehicles on the road inside the gates, and that it is safe to land.

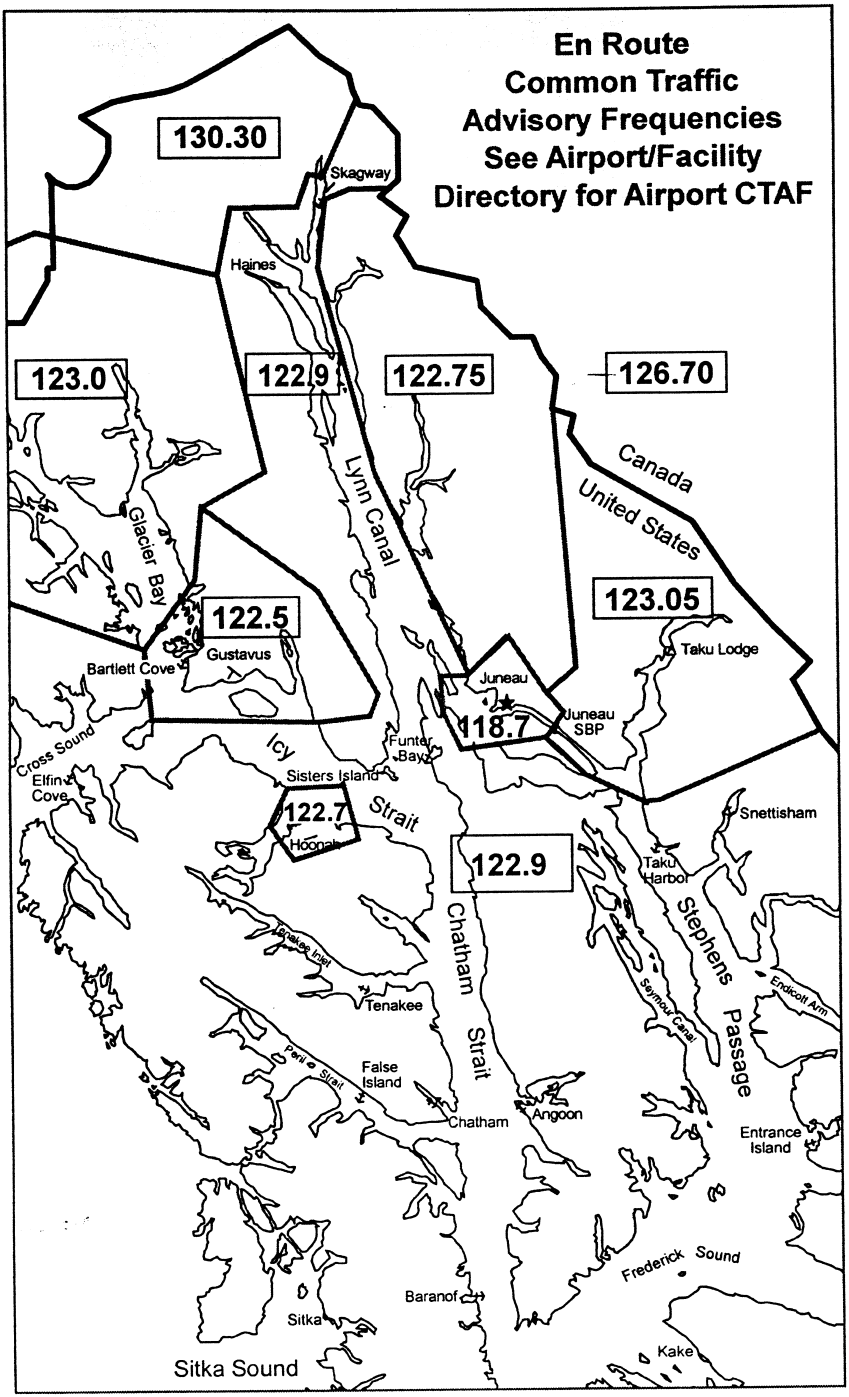
Once you land or depart, please turn off the REILS and open the gates by 3 'clicks' of the mic on 122.6. Using 3 'clicks' on the microphone will deactivate the warning system.

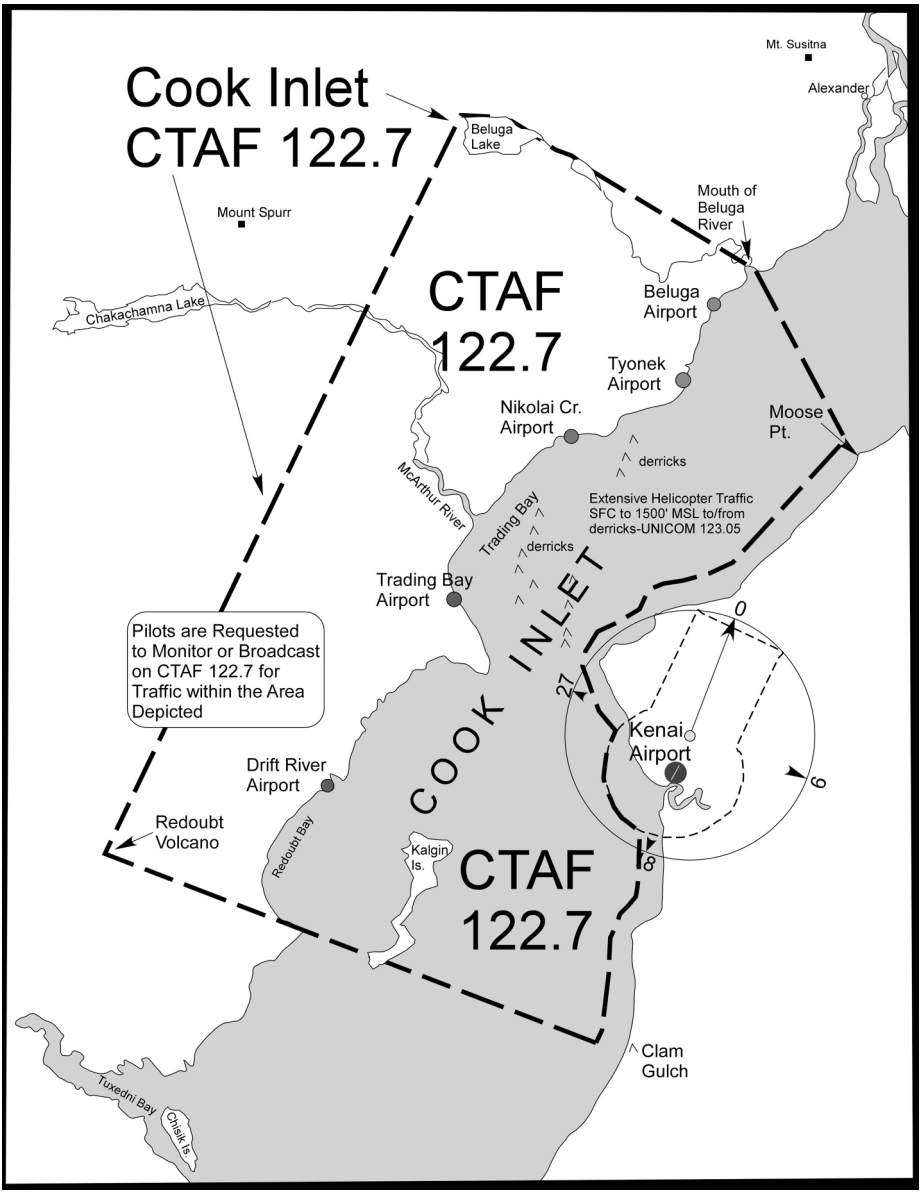
WARNING: If vehicular traffic is on the road at the approach end of RWY 30, flying the VASI does NOT ensure vehicle clearance as you pass over the road.

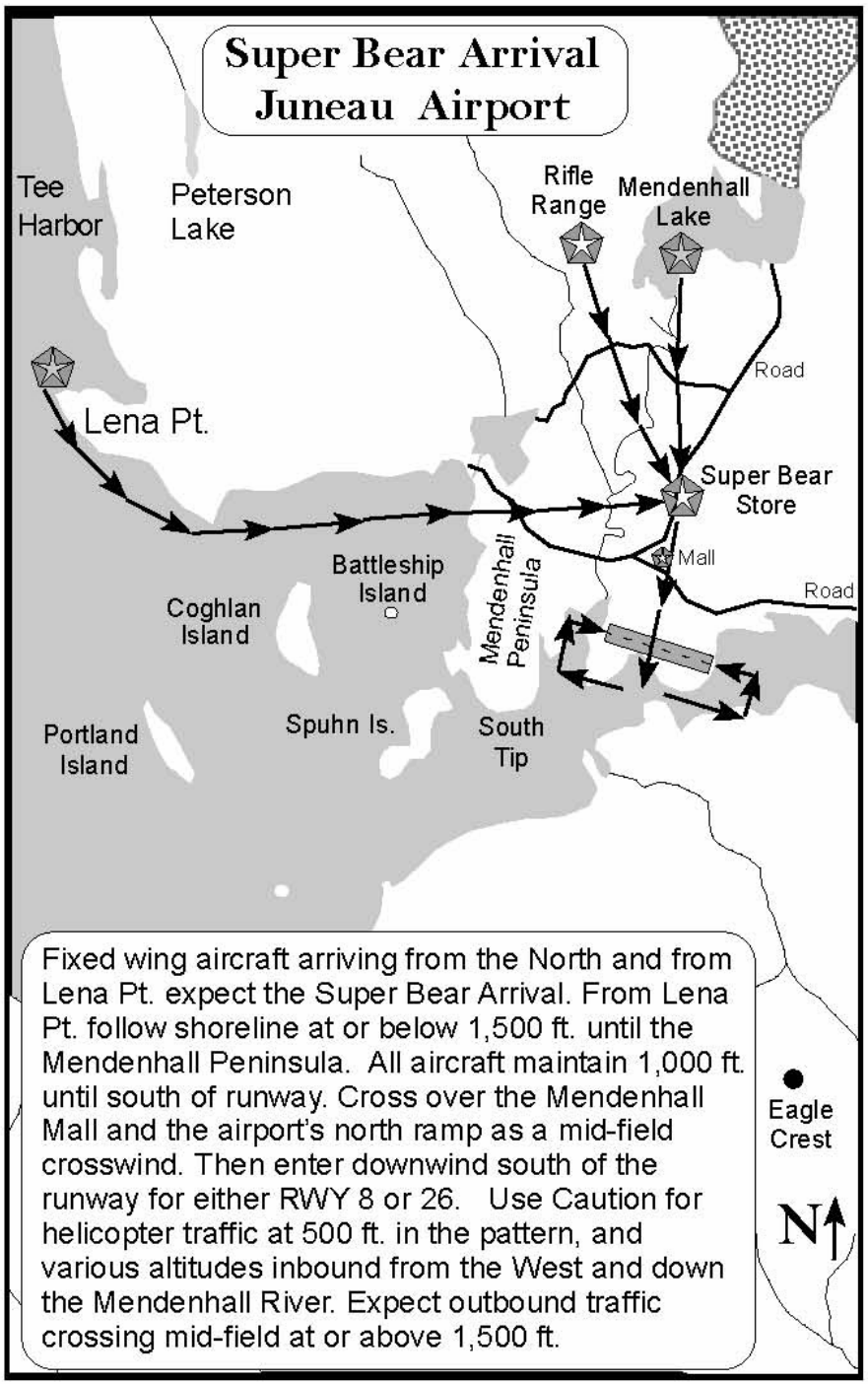
Comments about these operations may be directed to:

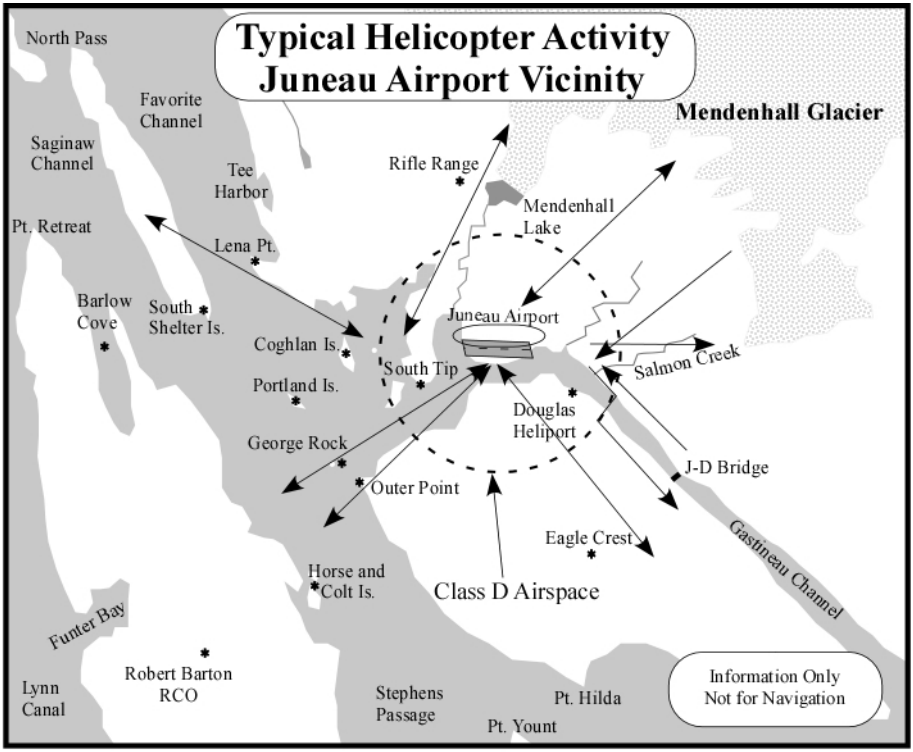
Unalaska Airport Manager
P.O. Box 920565
Dutch Harbor, AK 99692
(907) 581-1786


NEW VEHICLE TRAFFIC PATTERN
UNALASKA RUWNAY 30
November 1, 2008
Vehicles approaching the gates must heed the runway warning system. If the lights are flashing and/or the gates are lowering, prepare to stop.
Gates and lights are controlled by the approaching aircraft.
DO NOT ATTEMPT TO 'BEAT' THE GATE!
Any problems, questions, or complaints should be addressed to the Unalaska Airport Manager at (907) 581-1876.
Seaplane Ramp
Ballyhoo Rd.
East Point Rd.
Airport Beach Rd.
Seaplane Gate
30
STOP
STOP
STOP
N


En Route
Common Traffic
Advisory Frequencies
See Airport/Facility
Directory for Airport CTAF
130.30
123.0
122.9
122.75
126.70
122.5
123.05
118.7
122.7
122.9
Skagway
Haines
Lynn Canal
Canada
United States
Glacier Bay
Gustavus
Bartlett Cove
Taku Lodge
Juneau
Juneau SBP
Cross Sound
Icy
Strait
Funter Bay
Sisters Island
Elfin Cove
Hoonah
Snettisham
Taku Harbor
Stephens Passage
Chatham Strait
Tenakee Inlet
Tenakee
Seymour Canal
Endicott Arm
Pavlof Strait
False Island
Chatham
Angoon
Entrance Island
Frederick Sound
Baranof
Sitka
Kake
Sitka Sound


Cook Inlet
CTAF 122.7
Mt. Susitna
Alexander
Beluga Lake
Mount Spurr
Mouth of Beluga River
Chakachamna Lake
CTAF 122.7
Beluga Airport
Tyonek Airport
Nikolai Cr. Airport
Moose Pt.
derricks
McArthur River
Trading Bay
Extensive Helicopter Traffic SFC to 1500' MSL to/from derricks-UNICOM 123.05
derricks
Trading Bay Airport
Pilots are Requested to Monitor or Broadcast on CTAF 122.7 for Traffic within the Area Depicted
COOK INLET
27
0
Kenai Airport
6
8
Drift River Airport
Redoubt Volcano
Redoubt Bay
Kalgin Is.
CTAF 122.7
Clam Gulch
Tuxedni Bay
Chisik Is.


Super Bear Arrival
Juneau Airport
Tee Harbor
Peterson Lake
Rifle Range
Mendenhall Lake
Road
Lena Pt.
Super Bear Store
Mall
Road
Battleship Island
Coghlan Island
Mendenhall Peninsula
Portland Island
Spuhn Is.
South Tip
Fixed wing aircraft arriving from the North and from Lena Pt. expect the Super Bear Arrival. From Lena Pt. follow shoreline at or below 1,500 ft. until the Mendenhall Peninsula. All aircraft maintain 1,000 ft. until south of runway. Cross over the Mendenhall Mall and the airport's north ramp as a mid-field crosswind. Then enter downwind south of the runway for either RWY 8 or 26. Use Caution for helicopter traffic at 500 ft. in the pattern, and various altitudes inbound from the West and down the Mendenhall River. Expect outbound traffic crossing mid-field at or above 1,500 ft.
Eagle Crest
N



This graphic depicts typical VFR helicopter routing in the Juneau area. Helicopters use a traffic pattern just north of the runway. Use caution, high intensity flight activity occurs during the summer months. Flights of multiple helicopters in trail are common. See other pages in this section for additional Juneau information.

Standard North Slope Oilfield Aviation Operations

1. Monitor the appropriate Common Traffic Advisory Frequency at or below 2,000 feet for receiving and transmitting concise traffic advisories. Operational messages should be kept to a bare minimum or else transmitted on another frequency. CTAF for Kuparuk-Alpine- Nuiqsut is 122.8; 122.85 for Prudhoe-West Dock-North Star Corridor; 122.9 for Badami and Kavik.

2. Make position reports within five (5) miles of Kuparuk, Alpine, North Star, and West Dock Helipad.

3. Position reports should include azimuth, distance from an identified location, altitude, and direction of flight.

4. All aircraft, including helicopters, will operate with landing lights on, when at or below 2,000 feet.

5. Helicopters arriving and departing Kuparuk and Alpine will avoid the approach ends of runways by transiting the airport area via an arrival or departure fix as depicted on the North Slope graphics.

6. Fixed-wing aircraft flying the Kuparuk -Alpine corridor will fly offset one and a half (1½) miles to the right of center line until five (5) miles from destination then enter the pattern.

7. Helicopters flying the Kuparuk-Alpine corridor will fly one half mile (1½) offset right of center line until five miles from destination then proceed to helicopter arrival gate and then to the pad so as to avoid the final approach extended centerline of the runway.

8. On departure from Kuparuk or Alpine, announce route and altitude.

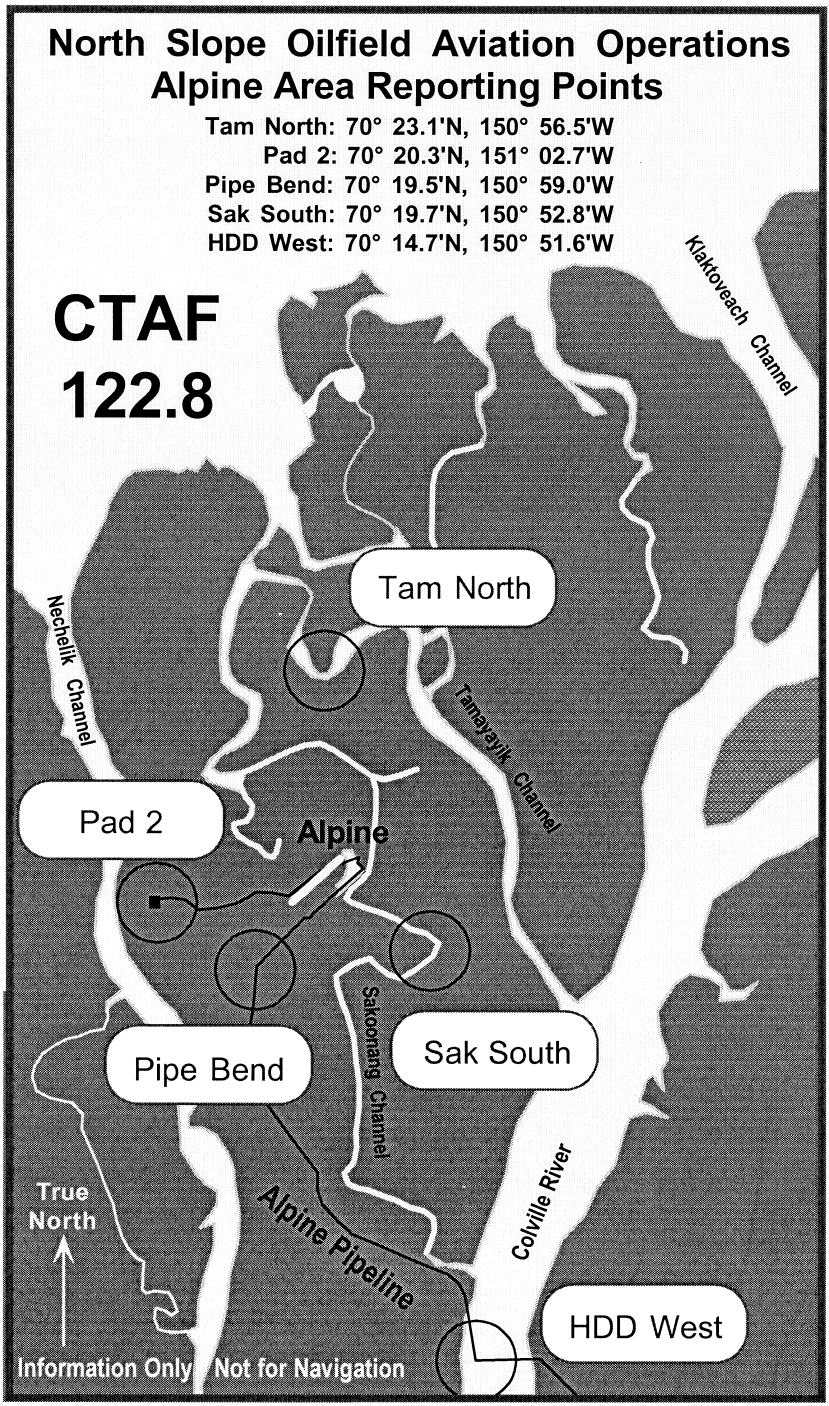
9. Aircraft with transponders will operate with them turned on.

10. Avoid overflight of the Helmrick homestead (N 70° 25' 56" W 150° 23' 19" NAD 83).

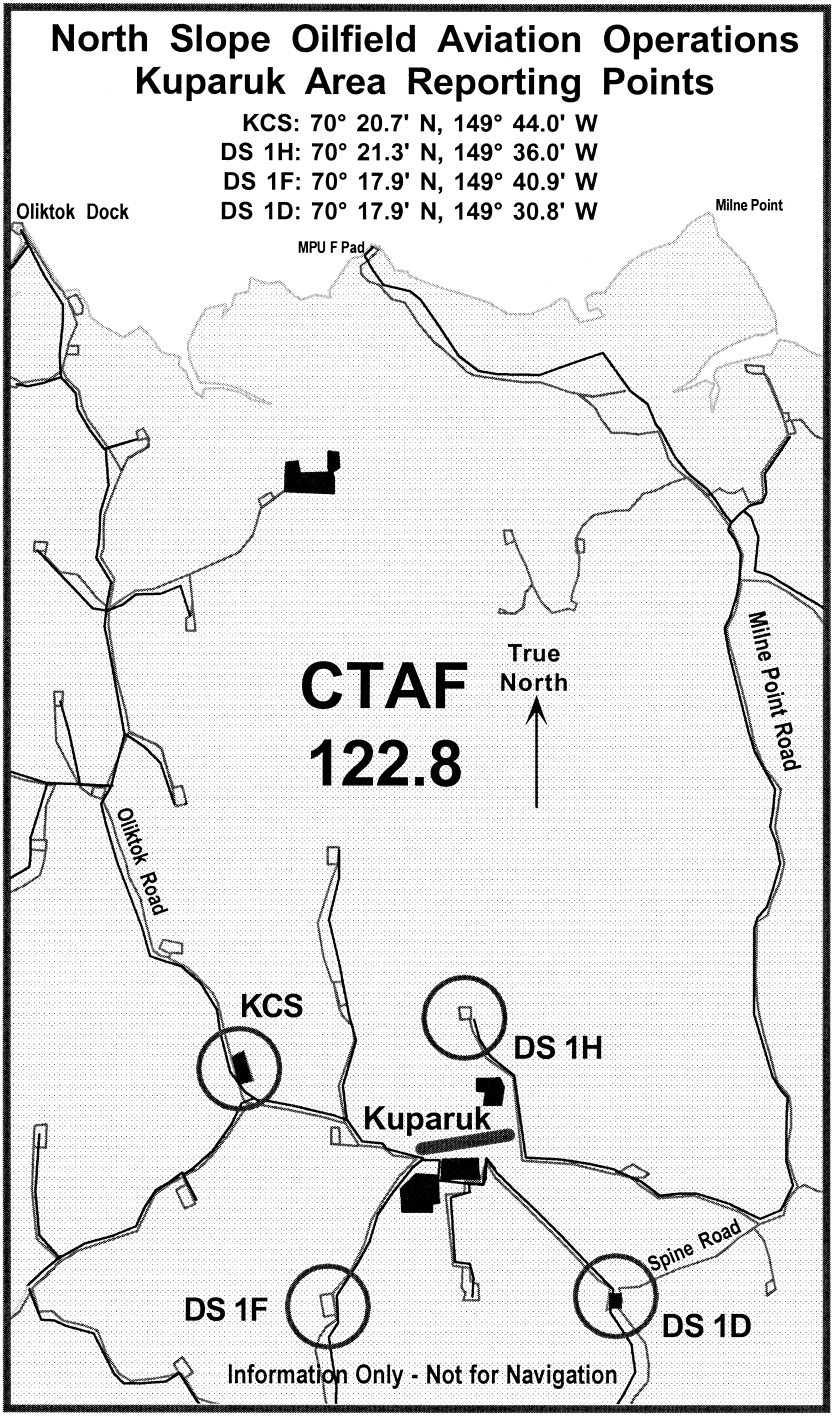
11. Contracted air service companies will insure that all crew members dispatched to the North Slope are briefed on these procedures.

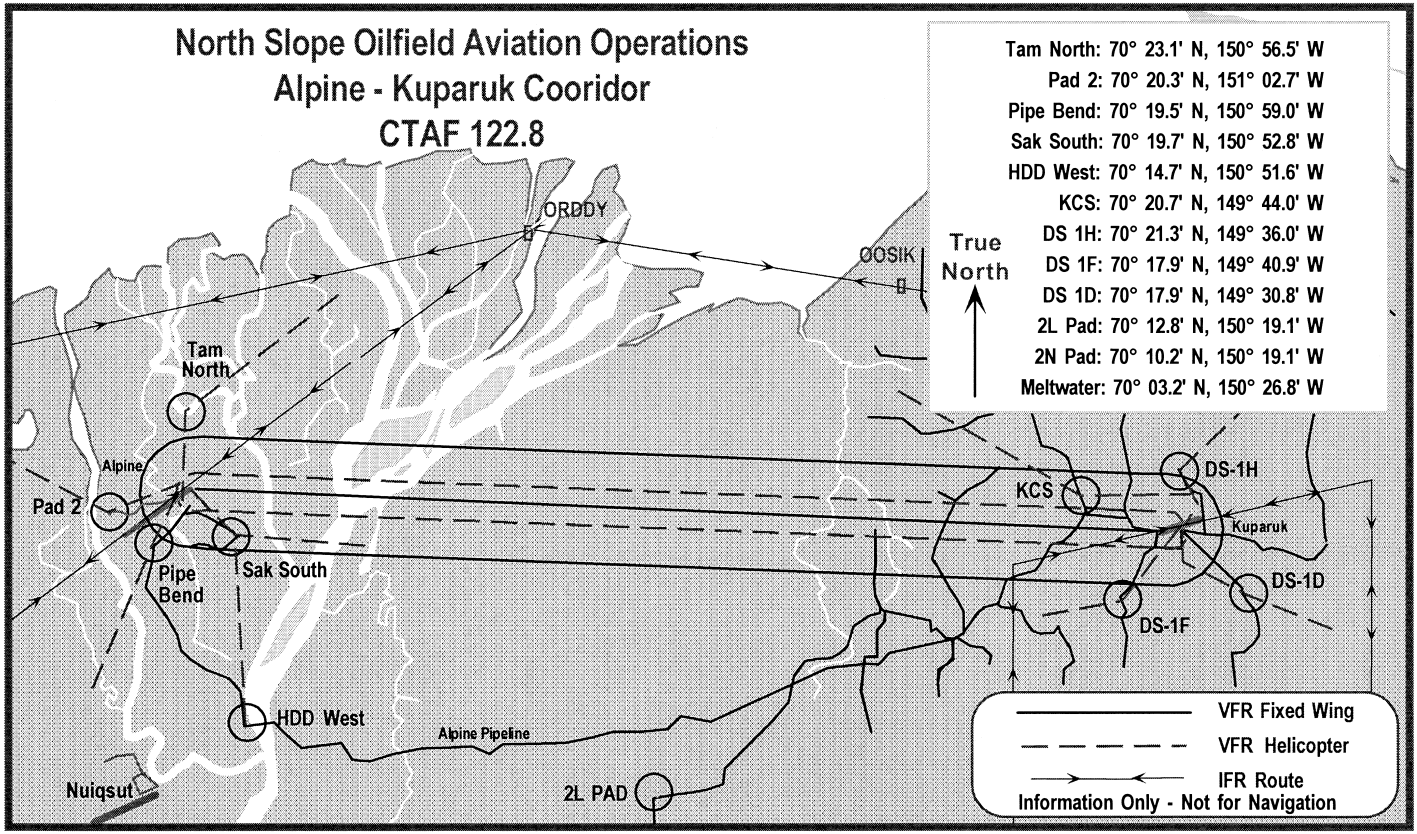
12. Other operators in the area will be informed of our procedures and encouraged to participate for our mutual safety.

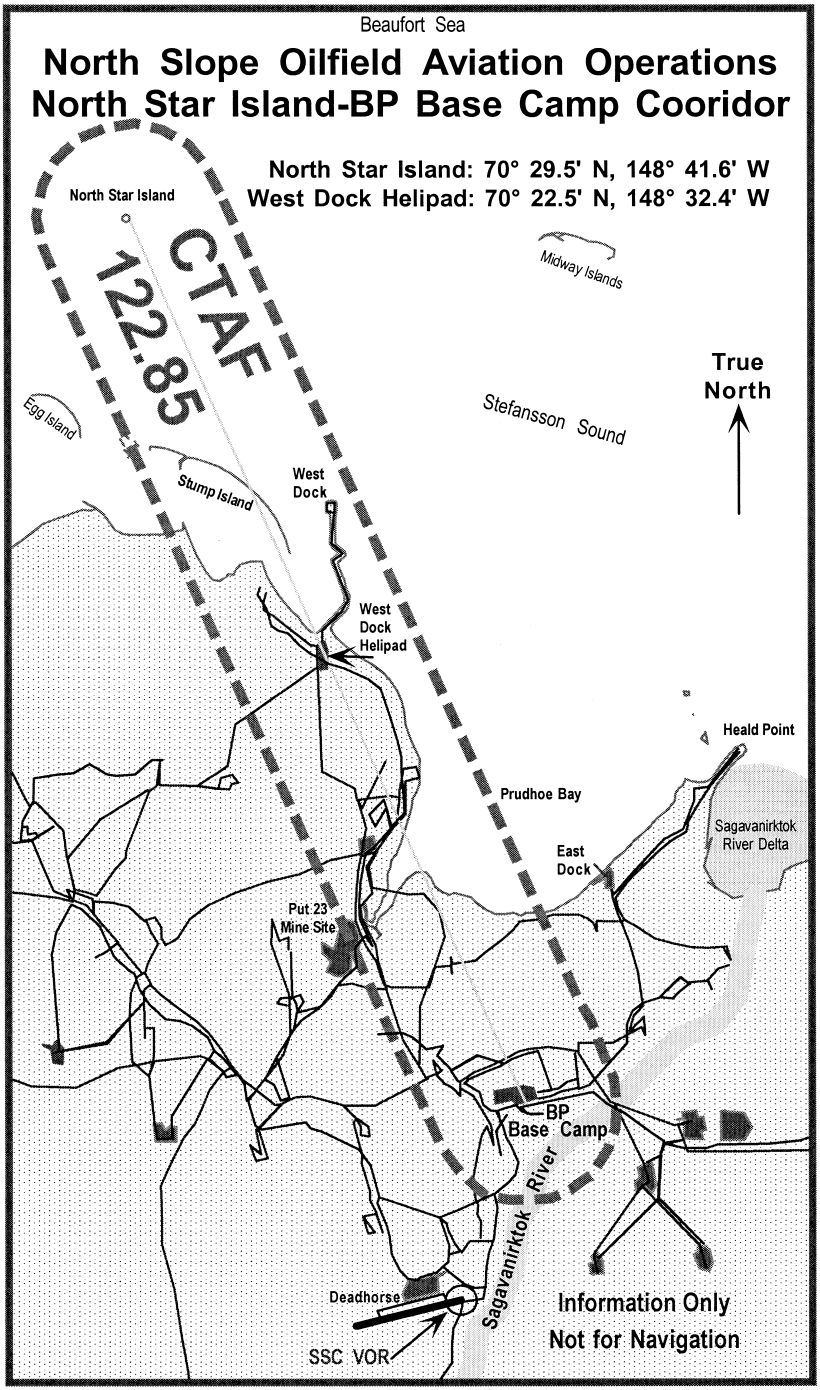
Alaskan Region FAA website at http://www.alaska.faa.gov/at



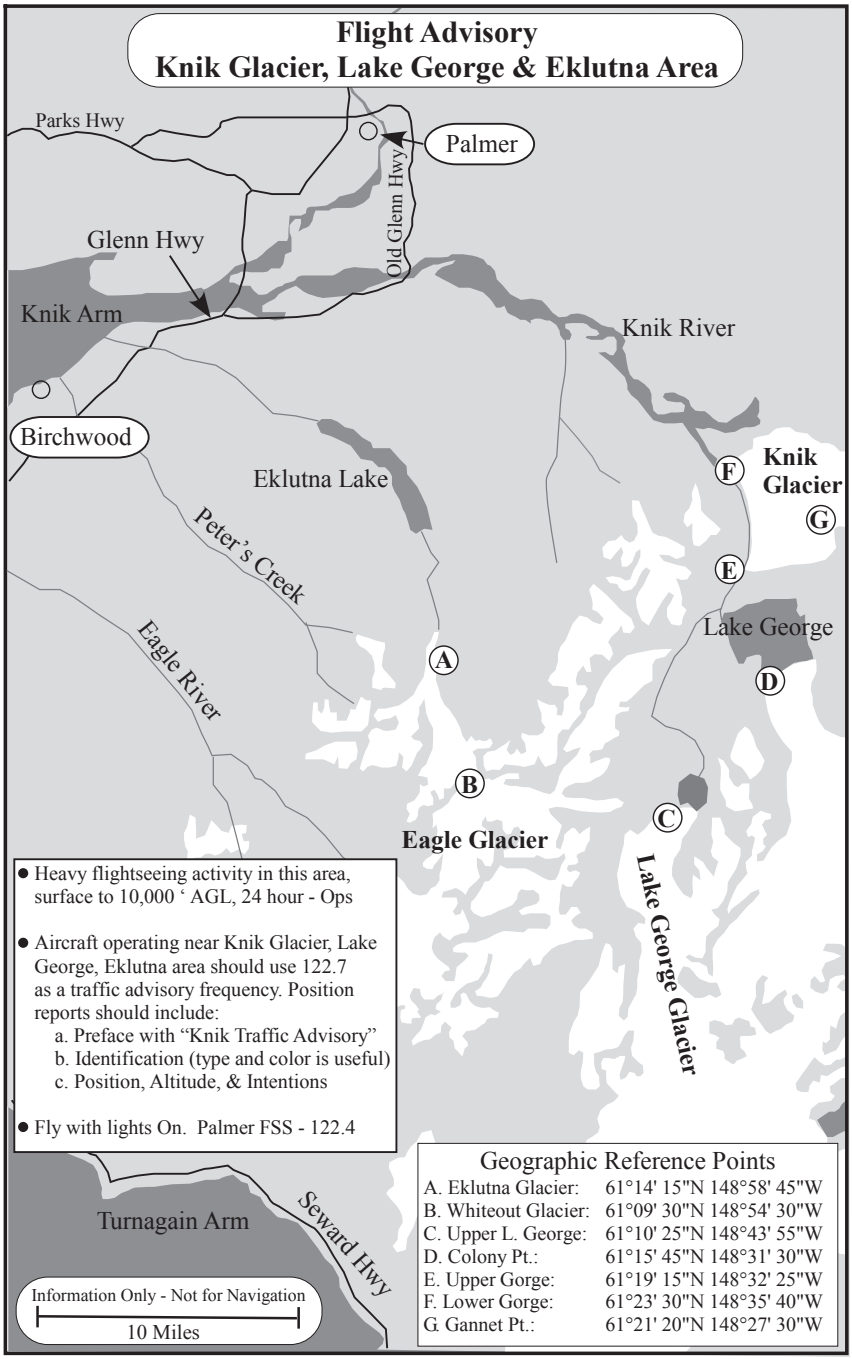
AL. 23 SEP 2010 to 18 NOV 2010

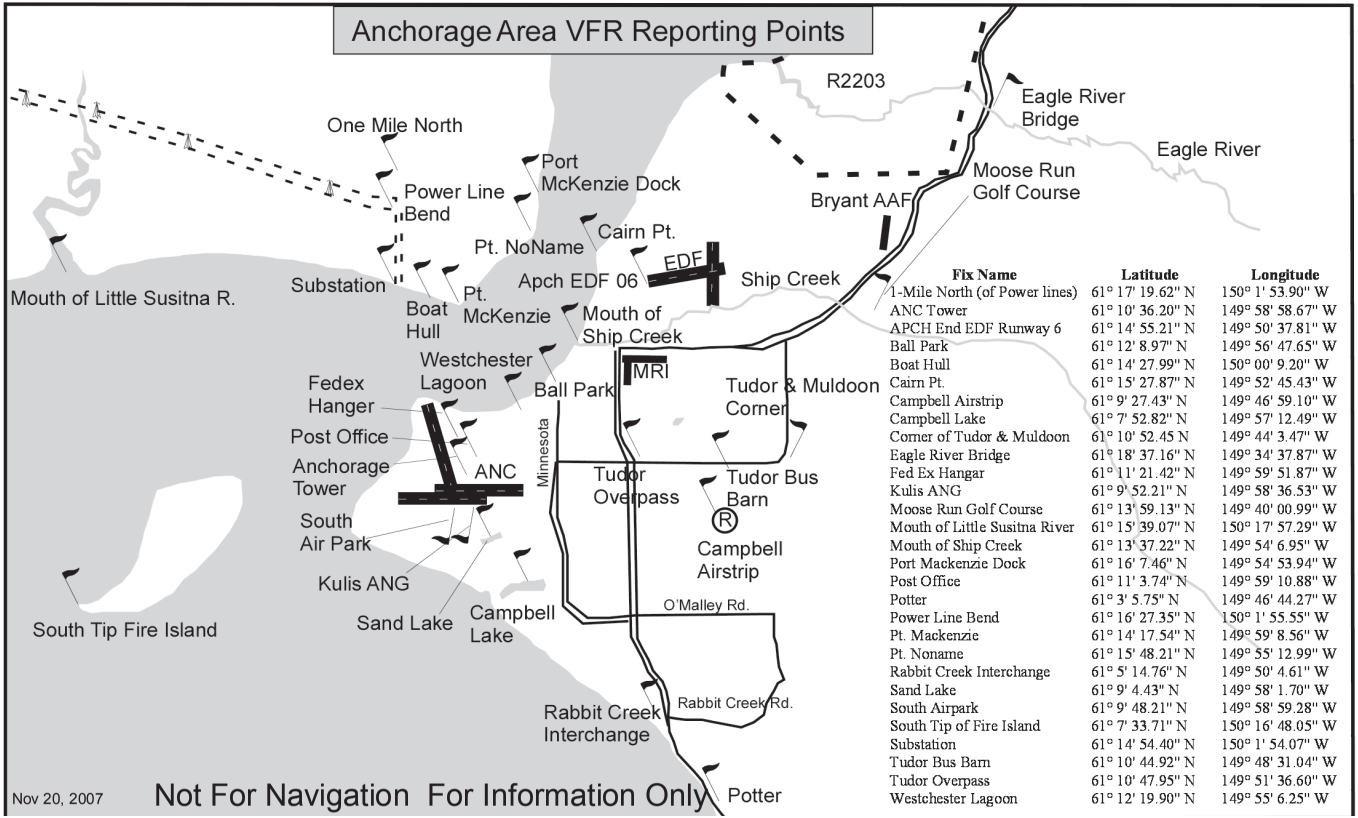

North Slope Oilfield Aviation Operations
Kuparuk Area Reporting Points
KCS: 70° 20.7' N, 149° 44.0' W
DS 1H: 70° 21.3' N, 149° 36.0' W
DS 1F: 70° 17.9' N, 149° 40.9' W
DS 1D: 70° 17.9' N, 149° 30.8' W
Oliktok Dock
MPU F Pad
Milne Point
CTAF
122.8
True
North
Milne Point Road
Oliktok Road
KCS
DS 1H
Kuparuk
Spine Road
DS 1F
DS 1D
Information Only - Not for Navigation


North Slope Oilfield Aviation Operations
Alpine - Kuparuk Cooridor
CTAF 122.8
Tam North: 70° 23.1' N, 150° 56.5' W
Pad 2: 70° 20.3' N, 151° 02.7' W
Pipe Bend: 70° 19.5' N, 150° 59.0' W
Sak South: 70° 19.7' N, 150° 52.8' W
HDD West: 70° 14.7' N, 150° 51.6' W
KCS: 70° 20.7' N, 149° 44.0' W
DS 1H: 70° 21.3' N, 149° 36.0' W
DS 1F: 70° 17.9' N, 149° 40.9' W
DS 1D: 70° 17.9' N, 149° 30.8' W
2L Pad: 70° 12.8' N, 150° 19.1' W
2N Pad: 70° 10.2' N, 150° 19.1' W
Meltwater: 70° 03.2' N, 150° 26.8' W
True North
ORDDY
OOSIK
Tam North
Alpine
Pad 2
Pipe Bend
Sak South
HDD West
Alpine Pipeline
Nuiqsut
2L PAD
KCS
DS-1H
Kuparuk
DS-1D
DS-1F
VFR Fixed Wing
VFR Helicopter
IFR Route
Information Only - Not for Navigation

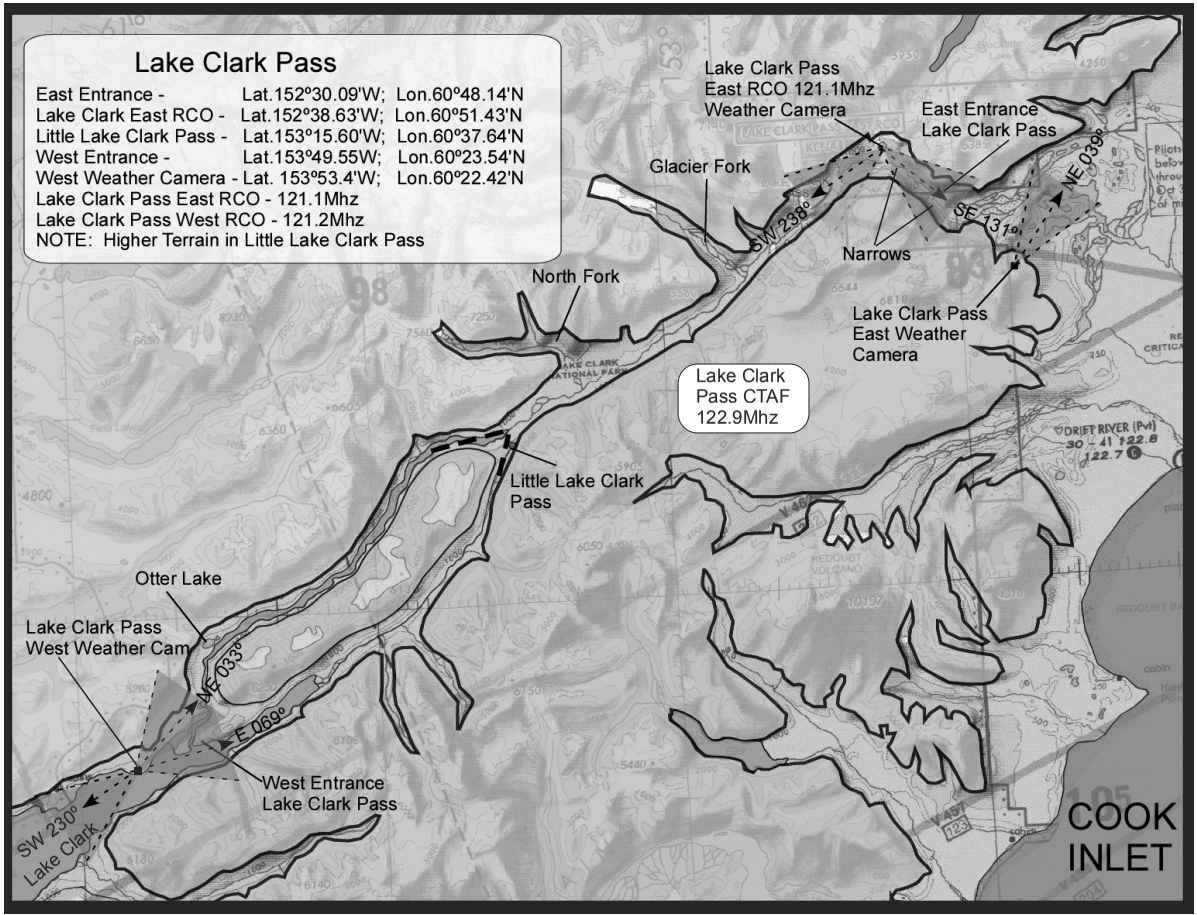

Beaufort Sea
North Slope Oilfield Aviation Operations
North Star Island-BP Base Camp Cooridor
North Star Island: 70° 29.5' N, 148° 41.6' W
West Dock Helipad: 70° 22.5' N, 148° 32.4' W
North Star Island
CTAF
122.85
Midway Islands
True
North
Egg Island
Stefansson Sound
Stump Island
West
Dock
West
Dock
Helipad
Heald Point
Prudhoe Bay
Sagavanirktok
River Delta
East
Dock
Put 23
Mine Site
BP
Base Camp
Sagavanirktok River
Deadhorse
SSC VOR
Information Only
Not for Navigation

Matanuska-Susitna Valley Airport CTAF Assignments.
CTAF assignment generally is accomplished according to the following:
1. Airports South and West of the Parks Highway are assigned 122.8.
2. Airports North and East of the Parks Highway are assigned 122.9.
There are exceptions to this general plan of CTAF frequency assignment. Palmer Airport uses 123.6 to align with the Flight Service Station Local Airport Advisory Frequency and some other airports in close proximity also are assigned 123.6. Some airports that are located along the Parks Highway share the same CTAF as another airport that is close, but on the other side of the Parks Highway. Please consult the Airport Directory in the Alaska Supplement for specific Airport CTAF information. Another source of airport information is available on the internet at http://www.gcr1.com/5010Web/.
WILLOW CTAF 122.8
PARKS HIGHWAY
10 NM
BIG LAKE VORTAC 112.5
BIG LAKE CTAF 122.8
WASILLA CTAF 122.8
WOLF LAKE CTAF 122.9
PALMER CTAF 123.6
MATANUSKA RIVER
KNIK RIVER
GLENN HIGHWAY
BIRCHWOOD CTAF 123.0
KNIK ARM
SUSITNA RIVER


Flight Advisory
Knik Glacier, Lake George & Eklutna Area
Parks Hwy
Palmer
Old Glenn Hwy
Glenn Hwy
Knik Arm
Knik River
Birchwood
Eklutna Lake
Knik Glacier
Peter's Creek
Eagle River
Lake George
Eagle Glacier
Lake George Glacier
Turnagain Arm
Seward Hwy
A
B
C
D
E
F
G
● Heavy flightseeing activity in this area, surface to 10,000 ' AGL, 24 hour - Ops
● Aircraft operating near Knik Glacier, Lake George, Eklutna area should use 122.7 as a traffic advisory frequency. Position reports should include:
a. Preface with "Knik Traffic Advisory"
b. Identification (type and color is useful)
c. Position, Altitude, & Intentions
● Fly with lights On. Palmer FSS - 122.4
Geographic Reference Points
A. Eklutna Glacier: 61°14' 15"N 148°58' 45"W
B. Whiteout Glacier: 61°09' 30"N 148°54' 30"W
C. Upper L. George: 61°10' 25"N 148°43' 55"W
D. Colony Pt.: 61°15' 45"N 148°31' 30"W
E. Upper Gorge: 61°19' 15"N 148°32' 25"W
F. Lower Gorge: 61°23' 30"N 148°35' 40"W
G. Gannet Pt.: 61°21' 20"N 148°27' 30"W
Information Only - Not for Navigation
10 Miles



Fix Name	Latitude	Longitude
1-Mile North (of Power lines)	61° 17' 19.62" N	150° 1' 53.90" W
ANC Tower	61° 10' 36.20" N	149° 58' 58.67" W
APCH End EDF Runway 6	61° 14' 55.21" N	149° 50' 37.81" W
Ball Park	61° 12' 8.97" N	149° 56' 47.65" W
Boat Hull	61° 14' 27.99" N	150° 00' 9.20" W
Cairn Pt.	61° 15' 27.87" N	149° 52' 45.43" W
Campbell Airstrip	61° 9' 27.43" N	149° 46' 59.10" W
Campbell Lake	61° 7' 52.82" N	149° 57' 12.49" W
Corner of Tudor & Muldoon	61° 10' 52.45 N	149° 44' 3.47" W
Eagle River Bridge	61° 18' 37.16" N	149° 34' 37.87" W
Fed Ex Hangar	61° 11' 21.42" N	149° 59' 51.87" W
Kulis ANG	61° 9' 52.21" N	149° 58' 36.53" W
Moose Run Golf Course	61° 13' 59.13" N	149° 40' 00.99" W
Mouth of Little Susitna River	61° 15' 39.07" N	150° 17' 57.29" W
Mouth of Ship Creek	61° 13' 37.22" N	149° 54' 6.95" W
Port Mackenzie Dock	61° 16' 7.46" N	149° 54' 53.94" W
Post Office	61° 11' 3.74" N	149° 59' 10.88" W
Potter	61° 3' 5.75" N	149° 46' 44.27" W
Power Line Bend	61° 16' 27.35" N	150° 1' 55.55" W
Pt. Mackenzie	61° 14' 17.54" N	149° 59' 8.56" W
Pt. Noname	61° 15' 48.21" N	149° 55' 12.99" W
Rabbit Creek Interchange	61° 5' 14.76" N	149° 50' 4.61" W
Sand Lake	61° 9' 4.43" N	149° 58' 1.70" W
South Airpark	61° 9' 48.21" N	149° 58' 59.28" W
South Tip of Fire Island	61° 7' 33.71" N	150° 16' 48.05" W
Substation	61° 14' 54.40" N	150° 1' 54.07" W
Tudor Bus Barn	61° 10' 44.92" N	149° 48' 31.04" W
Tudor Overpass	61° 10' 47.95" N	149° 51' 36.60" W
Westchester Lagoon	61° 12' 19.90" N	149° 55' 6.25" W


Lake Clark Pass
East Entrance - Lat.152º30.09'W; Lon.60º48.14'N
Lake Clark East RCO - Lat.152º38.63'W; Lon.60º51.43'N
Little Lake Clark Pass - Lat.153º15.60'W; Lon.60º37.64'N
West Entrance - Lat.153º49.55W; Lon.60º23.54'N
West Weather Camera - Lat. 153º53.4'W; Lon.60º22.42'N
Lake Clark Pass East RCO - 121.1Mhz
Lake Clark Pass West RCO - 121.2Mhz
NOTE: Higher Terrain in Little Lake Clark Pass
Lake Clark Pass East RCO 121.1Mhz Weather Camera
East Entrance Lake Clark Pass
NE 039º
Glacier Fork
SW 238º
SE 131º
Narrows
North Fork
Lake Clark Pass East Weather Camera
Lake Clark Pass CTAF 122.9Mhz
Little Lake Clark Pass
Otter Lake
Lake Clark Pass West Weather Cam
NE 033º
E 069º
West Entrance Lake Clark Pass
SW 230º Lake Clark
COOK INLET

REGULATORY NOTICES

KETCHIKAN INTERNATIONAL AIRPORT

SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS (14 CFR Part 93)

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under Visual Flight Rules (VFR), to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan Harbor. These procedures are in effect below 3,000 feet MSL with the perimeter defined as the Ketchikan Class E surface area regardless of whether the Class E surface area is in effect.

Communications

When the Ketchikan Flight Service Station (FSS) is in operation, no person may operate an aircraft within the airspace specified above, or taxi onto the runway at Ketchikan International Airport, unless that person has established two-way radio communications with the Ketchikan FSS for the purpose of receiving traffic advisories and continues to monitor the advisory frequency at all times while operating within the specified airspace.

When the Ketchikan FSS is not in operation, each pilot must continuously monitor and communicate, as appropriate, on the designated common traffic advisory frequency (CTAF) as follows:

For inbound flights. Announce position and intentions when no less than 10 miles from Ketchikan International Airport, and monitor the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

For departing flights. Announce position and intentions prior to taxiing onto the active runway on the airport or onto the movement area of Ketchikan Harbor and monitor the designated frequency until outside the airspace described above, and announce position and intentions upon departing that airspace.

If two-way radio communications failure occurs in flight, a person may operate the aircraft to a landing.

Aircraft Operation

When a pilot receives an advisory from the Ketchikan FSS that an aircraft is on final approach to the Ketchikan International Airport, that pilot must remain clear of the runway until the approaching aircraft has landed and has cleared the runway. Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall—(1) When approaching to land at the Ketchikan International Airport, maintain an altitude of at least 900 feet MSL until within three miles of the airport; and (2) After takeoff from the International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

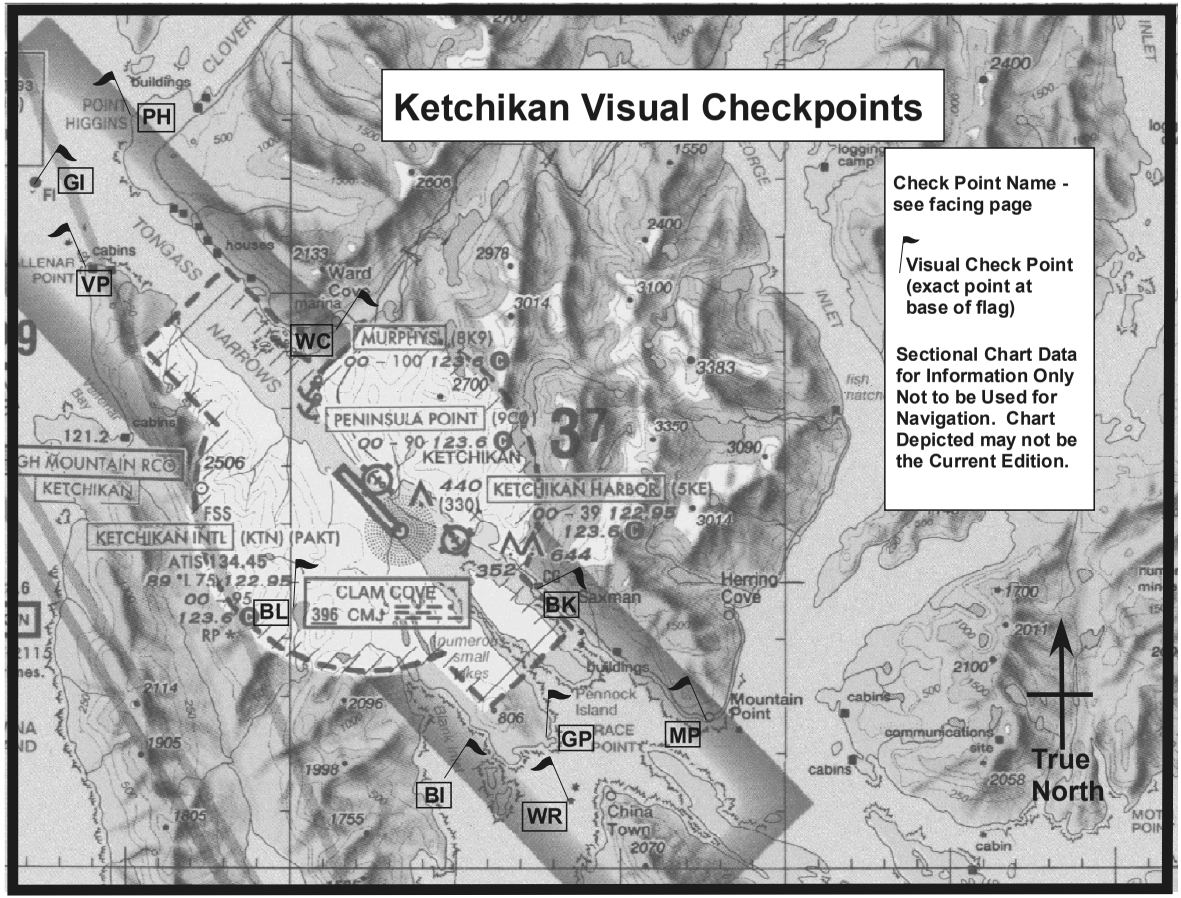
Recommended VFR Arrival and Departure Procedures and Traffic Patterns

Aircraft normally arrive and depart the Ketchikan Class E airspace via the Tongass Narrows. This results in aircraft passing very close in an area with very little maneuvering room. In response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, special VFR arrival and departure procedures/patterns for floatplanes, helicopters, and single-engine wheeled aircraft are in use for all VFR operations in the Ketchikan and Tongass narrows area. Copies of these procedures and patterns can be obtained from: Ketchikan FSS, 1800 Airport Terminal Building, Ketchikan, AK 99901; Juneau AFSS, 9230 Cessna Drive, Juneau, AK 99801, or Sitka FSS, 800 Airport Road, Sitka, AK 99835.

The recommended pattern in use at the Ketchikan Harbor and Airport will be broadcast on the Ketchikan AFIS, 134.45 MHz. If the AFIS is out of service, Ketchikan FSS will provide recommended pattern information on 123.6 MHz.

The Ketchikan Visual Checkpoint Table below is in NAD 83 (formatted in degrees, minutes, seconds) and is to be used with the picture on the next page. Alaskan Region FAA Internet Website located at: http://www.alaska.faa.gov/at

Code	Checkpoint	NAD 83	Code	Checkpoint	NAD 83
BI	Blank Inlet	N 55° 16′ 45″ W 131° 40′ 02″	MP	Mountain Point	N 55° 17′ 33″ W 131° 32′ 23″
BK	Base KTN USCG	N 55° 19′ 54″ W 131° 37′ 32″	PH	Point Higgins	N 55° 27′ 26″ W 131° 50′ 02″
BL	Bostwick Lake	N 55° 19′ 30″ W 131° 44′ 40″	VP	Vallenar Point	N 55° 25′ 34″ W 131° 51′ 06″
GI	Guard Island	N 55° 26′ 46″ W 131° 52′ 54″	WC	Ward Cove	N 55° 23′ 45″ W 131° 44′ 21″
GP	Gravina Point	N 55° 17′ 10″ W 131° 37′ 06″	WR	Walden Rocks	N 55° 16′ 13″ W 131° 36′ 32″


Ketchikan Visual Checkpoints
Check Point Name - see facing page
Visual Check Point (exact point at base of flag)
Sectional Chart Data for Information Only Not to be Used for Navigation. Chart Depicted may not be the Current Edition.
PH
GI
VP
WC
BL
BK
GP
MP
BI
WR
True North
KETCHIKAN INTL (KTN) (PAKT)
KETCHIKAN HARBOR (5KE)
PENINSULA POINT (9C9)
CLAM COVE
MURPHYS (8K9)
KETCHIKAN
TONGASS NARROWS
Ward Cove
Herring Cove
Mountain Point
Pennock Island
China Town

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ICAO INTERNATIONAL PHONETIC ALPHABET/MORSE CODE

A	·—	Alfa	(AL-FAH)
B	—···	Bravo	(BRAH-VOH)
C	—·—·	Charlie	(CHAR-LEE) (or SHAR-LEE)
D	—··	Delta	(DELL-TAH)
E	·	Echo	(ECK-OH)
F	··—·	Foxtrot	(FOKS-TROT)
G	——·	Golf	(GOLF)
H	····	Hotel	(HOH-TEL)
I	··	India	(IN-DEE-AH)
J	·———	Juliett	(JEW-LEE-ETT)
K	—·—	Kilo	(KEY-LOH)
L	·—··	Lima	(LEE-MAH)
M	——	Mike	(MIKE)
N	—·	November	(NO-VEM-BER)
O	———	Oscar	(OSS-CAH)
P	·——·	Papa	(PAH-PAH)
Q	——·—	Quebec	(KEH-BECK)
R	·—·	Romeo	(ROW-ME-OH)
S	···	Sierra	(SEE-AIR-RAH)
T	—	Tango	(TANG-GO)
U	··—	Uniform	(YOU-NEE-FORM) (or OO-NEE-FORM)
V	···—	Victor	(VIK-TAH)
W	·——	Whiskey	(WISS-KEY)
X	—··—	Xray	(ECKS-RAY)
Y	—·——	Yankee	(YANG-KEY)
Z	——··	Zulu	(ZOO-LOO)
1	·————	One	(WUN)
2	··———	Two	(TOO)
3	···——	Three	(TREE)
4	····—	Four	(FOW-ER)
5	·····	Five	(FIFE)
6	—····	Six	(SIX)
7	——···	Seven	(SEV-EN)
8	———··	Eight	(AIT)
9	————·	Nine	(NIN-ER)
0	—————	Zero	(ZEE-RO)

FAA AND NWS PILOT WEATHER BRIEFING NUMBERS

STATION		AREA CODE	PHONE NUMBER
Cold Bay	FSS	907	532-2454
Dillingham	FSS	907	842-5275
Fairbanks	AFSS	907	474–0137 or 1–866–248–6516
Barrow	FSS	907	852-2511
Deadhorse	FSS	907	659-2401
Homer	FSS	907	235-8588
Juneau	AFSS	907	789–7380 or 1–800–WX–BRIEF
Kenai	AFSS		283–7211 or 1-800-WX-BRIEF
Ketchikan	FSS	907	225-9481
Iliamna	FSS	907	571-1240
Kotzebue	FSS	907	442-3310
McGrath	FSS	907	524-3611
Nome	FSS	907	443-2291
Northway	FSS	907	778-2219
Palmer	FSS	907	745-2495
Sitka	FSS	907	966-2221
Talkeetna	FSS	907	733-2277
National Weather Service			
Anchorage Aviation Forecaster		907	266–5110
Annette		907	886-3241
Barrow		907	852-6484
Bethel		907	543-2236
Cold Bay		907	532-2448
Fairbanks WSFO		907	456-3700
Homer		907	235-2153
Juneau		907	790-6824
King Salmon		907	246-3303
Kodiak		907	487-2102
Kotzebue		907	442-3231
McGrath		907	524-3177
Nome		907	443-2321
St. Paul		907	546-2215
Valdez		907	835-4505
Yakutat		907	784-3322

DOD AUTOMATED WEATHER OBSERVING SYSTEM

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER	EXTENSION
Adak NAF	ADK	N/A	907/592–8062	
Allen AAF	BIG	135.65	907/869–3480	
Barter Island	BTI	120.0	907/610–2124	
Cape Lisburne	LUR	N/A	907/552–9730/9637	229
Cape Newenham	EHM	N/A	907/552–9419/9370	8
Cape Romanzof	CZF	N/A	907/552–2869/2372	229
Eareckson AS	SYA	135.65	907/392–3720	
Eielson AFB	EIL	119.025	907/377–1600	
Eielson AFB①	EIL	119.275	907/377–4101	
Eielson AFB②	EIL	118.525	907/377–3626	
Indian Mountain	UTO	N/A	907/552–3211/4310	229
Ladd AAF	FBK	119.025	907/353–7940	
Ladd AAF①	FBK	119.275		
Ladd AAF ②	FBK	118.525		
Point Lay	PIZ	347	907/833–3100	
Sparrevohn	SVW	N/A	907/731–900	229
Tatalina	TLJ	N/A	907/552–1106/1040	229
Tin City	TNC	N/A	907/552–4466/9283	229

①ASOS is associated with R–2205 Yukon Test Range.
②ASOS is associated with R–2211 Blair Lake Range.

NOTE: When the Air Force observer is on duty, the DOD AWOS unit will be disconnected. The telephone number will conne
you with the Air Force weather observer.

FAA AUTOMATED WEATHER OBSERVING SYSTEM (AWOS/ASOS)

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
Adak Island	ADK	134.5	907/592–8207
AJ Eisenberg	OKH	132.775	360/675–8431
Akhiok	AKK	118.325	907/836–2207
Ambler	AFM	132.1	907/445–2146
Anaktuvuk Pass	AKP	135.75	907/661–3020
Angoon	AGN	118.325	907/788–3120
Aniak	ANI	124.3	907/675–4282
Annette Island	ANN	135.75	907/886–3246
Anvik	ANV	133.55	907/663–6353
Arctic Village	ARC	135.75	907/587–5654
Arlington Muni, WA	AWO	135.625	360/435–8045
Astoria Rgnl, OR	AST	135.375	503/861–1371
Atka	AKA	135.55	907/839–2292
Atqasuk	ATK	119.925	907/633–2012
Aurora State, OR	UAO	118.525	503/678–3011
Bellingham Intl, WA	BLI	—	360/671-8688
Bend Muni, OR	BDN	134.425	541/382–1477
Bethel	BET	—	907/543–5475
Bettles	BTT	135.45	907/692–5900
Birchwood	BCV	135.55	907/688–0826
Boeing Field/King County Intl, WA	BFI	—	260/763–6904
Bowerman, WA	HQM	135.775	360/538-7021
Bowers Fld, WA	ELN	118.375	509/925–2040
Bremerton National, WA	PWT	121.2	360/674–2811
Bryant AAF	FRN	—	907/384–0132
Buckland	BVK	135.15	907/494–2180
Burwash, CN	CYBD	128.7	—
Chehalis-Centralia, WA	CLS	118.025	360/740–5164
Chignik	AJC	135.75	907/749–2402
Cold Bay	CDB	135.75	907/532–2639
Columbia Gorge Rgnl/ The Dalles Muni, OR	DLS	135.175	509/767–1726
Cordova	CDV	134.8	907/424–5900
Corvallis Muni, OR	CVO	135.775	541/754–0081
Deadhorse	SCC	—	907/659–2591
Deering	DEE	135.5	907/363–2102
Dillingham	DLG	135.55	907/842–2137
Eagle	EAA	135.55	907/547–2351
Edward G. Pitka Sr.	GAL	132.525	907/446–3835
Egegik	EII	135.65	907/233–2288
Emmonak	ENM	135.35	907/949–1014
Eureka	AZK	134.95	907/822–3011
Fairbanks Intl	FAI	—	907/474–8036
Florence Muni, OR	6S2	118.225	541/997–8664
Fort Yukon	FYU	125.8	907/662–2337
Friday Harbor, WA	FHR	135.675	360/378–8491
Gambell	GAM	125.9	907/985–5733
Golovin	GLV	135.75	907/779–2228
Gulkana	GKN	134.85	907/822–3707
Gustavus	GST	125.9	907/697–2447
Haines	HNS	135.7	907/766–2519
Holy Cross	HCA	118.325	907/476–7231
Homer	HOM	135.65	907/235–3603
Hoonah	HNH	132.05	907/945–3687
Hooper Bay	HPB	135.1	907/758–4211
Huslia	HLA	135.75	907/829–2282
Hydaburg	HYG	135.65	907/285–3888
Iguigig	IGG	119.925	907/533–3350
Iliamna	ILI	134.95	907/571–1483
Juneau	JNU	—	907/789–1243
Kake	AFE	135.25	907/785–3124
Kalskag	KLG	119.025	907/471–2434
Kaltag	KAL	135.25	907/534–2272
Ken Jerstedt Airfield, OR	4S2	134.375	541/386–2386
Kenai Muni	ENA	—	907/283–6513
Ketchikan Intl	KTN	—	907/247–8801
Kiana	IAN	119.025	907/475–2004
King Cove	KVC	118.325	907/497–4279

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
King Salmon	AKN	—	907/246–7506
Kipnuk	IIK	118.325	907/869–5510
Kivalina	KVL	135.8	907/645–2160
Klawock	AKW	135.45	907/755–2641
Kodiak	ADQ	—	907/487–2442
Koliganek	JZZ	118.525	907/596–3302
Koyuk Alfred Adams	KKA	134.95	907/963–4000
Lake Hood	LHD	—	907/245–1618
Lake Hood Strip	Z41	—	907/245–1618
Lexington, OR	9S9	134.475	541/989–8557
Mahlon Sweet Fld, OR	EUG	—	541/461–3114
Manokotak	MBA	120.625	907/289–2018
Marshall Don Hunter Sr.	MDM	119.675	907/679–6500
McGrath	MCG	135.65	907/524–3850
McKinley National Park	INR	135.75	907/683–1673
McMinnville Muni, OR	MMV	135.675	503/434–9153
McNary Fld, OR	SLE	—	503/371–1062
Mekoryuk	MYU	123.9	907/827–8135
Merrill Fld	MRI	—	907/272–0542
Metlakatla	MTM	135.55	907/886–7989
Middleton Island	MDO	135.725	907/424–7635
Minchumina	MHM	135.55	907/674–3315
Mountain Village	MOU	118.350	907/591–2511
Nelson Lagoon	OUL	119.025	907/989–2227
Nenana	ENN	125.2	907/832–5586
New Stuyahok	KNW	120.275	907/693–3086
Newport Muni, OR	ONP	133.9	541/867–4175
Nikolai	FSP	118.325	907/293–2002
Noatak	WTK	135.75	907–485–2203
Nome	OME	119.925	907/443–4818
North Bend Muni, OR	OTH	135.075	541/756–0135
Northway	ORT	135.4	907/778–2282
Nuiqsut	AQT	135.35	907/480–5577
Olympia Rgnl, WA	OLM	135.725	360/943–1278
Orcas Island, WA	ORS	135.425	360/376–6045
Palmer Muni	PAQ	134.75	907/746–6675
Pearson Fld, WA	VUO	135.125	360/696–1280
Petersburg	PSG	125.8	907/772–4504
Pilot Point	PNP	118.375	907/837–2406
Platinum	PTU	118.375	907/979–8800
Point Hope	PHO	118.325	907/368–2128
Point Lay Lrrs	PIZ	135.65	907/833–3112
Portage Visitor Center	POR	135.45	907/783–2626
Port Heiden	PTH	135.4	907/837–2406
Portland-Hillsboro, OR	HIO	—	503/640–2984
Portland Intl, OR	PDX	—	503/284–6771
Portland-Troutdale, OR	TTD	135.625	503/492–7634
Quillayute, WA	UIL	135.225	360/374–9731
Ralph M Calhoun Mem	TAL	135.1	907/366–7266
Ralph Wien Mem	OTZ	135.45	907/442–2279
Renton Muni, WA	RNT	—	425/255–6080
Roberts Fld, OR	RDM	119.025	541/504–8743
Roseburg Rgnl, OR	RBG	119.025	541/673–1483
Ruby	RBY	119.925	907/468–4605
Russian Mission	RSH	118.375	907/584–5521
St George	PBV	135.45	907/859–2700
St. Mary's	KSM	128.7	907/438–2135
St Michael	SMK	119.275	907/923–6480
St Paul Island	SNP	135.75	907/546–2324
Sand Point	SDP	134.85	907/383–5387
Sanderson Fld, WA	SHN	119.275	360/427–3835
Savoonga	SVA	121.3	907/984–6429
Selawik	WLK	135.65	907/484–2107
Scammon Bay	SCM	118.425	907/558–5501
Scappoose Industrial Airpark, OR	SPB	135.875	503/543–6401
Seattle-Tacoma Intl, WA	SEA	—	206/431–2834
Seldovia	SOV	135.4	907/234–7407
Seward	SWD	135.2	907/224–2440
Shishmaref/New	SHH	121.1	907/649–4011
Shungnak	SHG	118.25	907/437–2024

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
Sitka	SIT	135.9	907/966–2209
Skagit Rgnl, WA	BVS	121.125	360/757–7767
Skagway	SGY	135.8	907/983–3194
Sleetmute	SLQ	134.85	907/449–4226
Snohomish Co (Paine Fld), WA	PAE	—	425/355–6192
Soldotna	SXQ	135.45	907/262–8431
Southwest Washington Rgnl, WA	KLS	135.075	360/577–1964
Stampede Pass, WA	SMP	135.275	360/886–2758
Tacoma Narrows, WA	TIW	—	253/858–6507
Talkeetna	TKA	135.2	907/733–1637
Ted Stevens Anchorage Intl	ANC	—	907/248–2033
Teller	TER	118.375	907/642–2301
Tillamook, OR	TMK	120	503/842–8792
Togiak	TOG	119.3	907/493–5326
Toksook Bay	OOK	119.275	907/427–7004
Unalakleet	UNK	132.25	907/624–3051
Unalaska	DUT	125.8	907/581–2803
Valdez Pioneer Field	VDZ	118.8	907/835–5578
Wainwright	AWI	132.25	907/763–8881
Wales	IWK	118.525	907/664–3907
Wasilla	IYS	135.25	907/373–3801
Wiley Post/Will Rogers Mem	BRW	132.150	907/852–3112
William R Fairchild Intl, WA	CLM	135.175	360/457–1070
Wrangell	WRG	128.5	907/874–2458
Yakima Air Terminal/ MC Allister Fld, WA	YKM	—	509/248–1502
Yakutat	YAK	135.75	907/784–3564

ALASKA WEATHER CAMERA LOCATIONS

FAA aviation weather cameras are installed throughout the state of Alaska. Images are designated as an FAA supplementary weather product used for enhanced situational awareness. Cameras provide images of sky conditions at or near airports and strategic en route locations via the internet at: http://akweathercams.faa.gov. Images are normally updated every ten minutes to provide near real–time conditions. Images are also stored for viewing historic conditions. FAA aviation weather camera images should be used in conjunction with other primary weather products, flight service briefings, and in–flight visual observations. You are also encouraged to contact the local flight service station for camera image updates while airborne.

FAA aviation weather cameras are also depicted on aeronautical charts. Following is a list of all operational aviation weather camera locations. The camera site name is depicted in bold type and correlates to the FAA aviation weather camera website (http://akweathercams.faa.gov). The airports and facilities that the cameras services is depicted in light type.

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Akhiok	56°56.471′N, 154°10.728′W
Akhiok	
Alitak Seaplane	
Anaktuvuk Pass	68°08.479′N, 151°43.895′W
Anaktuvuk Pass	
Anchorage	61°12.922′N, 149°53.078′W
Ted Stevens Anchorage Intl	
Alaska Regional Hospital Heliport	
Campbell Airstrip	
Campbell Lake Seaplane	
Flying Crown	
Lake Hood Seaplane	
Lake Hood Strip	
Merrill Field	
Providence Hospital Heliport	
Anchor Point	59°45.323′N, 151° 46.407′W
Anchor River Airpark	
Ninilchik	
Angoon	57°29.799′N, 134°34.155′W
Angoon Seaplane	
Aniak	61°34.123′N, 159° 32.611′W
Aniak	
Aniak Seaplane	
Chuathbaluk	

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Arctic Village Arctic Village	68°07.098′N, 145° 33.960′W
Atqasuk Atqasuk Edward Burnell Sr Mem	70°28.190′N, 157°25.808′W
Beluga Beluga Tyonek Nikolai Creek	61°11.130′N, 151° 02.074′W
Berners Bay en route–Berners Bay	58°40.798′N, 134°56.427′W
Bethel Bethel Bethel Seaplane Hangar Lake Seaplane Akiak Akiachak Akiachak Seaplane Napaskiak Napaskiak Seaplane Napakiak Atmautluak Nunapitchuk Nunapitchuk Seaplane Kwethluk	60°46.879′N, 161°53.071′W
Bettles Bettles VOR Lake Waterplane Seaplane	66°55.024′N, 151°30.955′W
Birchwood Birchwood Bryant AAF Big Lake	61°24.978′N, 149°30.732′W
Black Rapids Black Rapids	63°29.924′N, 145°51.027′W
Bradley Lake en route–Bradley Lake	59°46.63′N, 150°58.344′W
Buckland Buckland Candle 2	65°58.646′N, 161°07.752′W
Cape Spencer Elfin Cove Seaplane	58°11.916′N, 136°38.370′W
Cape Yakataga Yakataga	60°04.882′N, 142°29.212′W
Chandalar Shelf Chandalar Shelf	68°04.590′N, 149°35.148′W
Chefornak Chefornak	60°09.515′N, 164°16.206′W
Chevak Chevak	61°31.797′N, 165°34.886′W
Chickaloon Sutton/Jonesville Mine	61°48.435′N, 148°19.954′W
Chignik Bay Chignik Chignik Bay Seaplane Chignik Lagoon	56°18.564′N, 158°22.595′W
Cold Bay Cold Bay	55°12.201′N, 162°42.707′W
Deering	66°04.604′N, 162°43.759′W
Dillingham Dillingham Aleknagik/New Shannons Pond Seaplane Clarks Point Ekuk Manokotak Aleknagik Seaplane Aleknagik Mission Lodge	59°02.643′N, 158°30.710′W

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Dutch Ballyhoo	53°55.135′N, 166°30.547′W
Unalaska	
Dutch Haystack	53°52.542′N, 166°32.526′W
Unalaska	
Dutch NDB	53°54.330′N, 166°32.880′W
Unalaska	
Eagle	64°46.569′N, 141°09.816′W
Eagle	
Eek	60°12.952′N, 162°00.730′W
Eek	
Egegik	58°12.534′N, 157°22.554′W
Egegik	
Jensens	
Elim	64°37.145′N, 162°16.210′W
Elim	
Moses Point	
Emmonak	62°46.678′N 164°32.141′W
Emmonak	
Sheldon Point	
Sheldon Point Seaplane	
False Pass	54°51.007′N, 163°24.592′W
False Pass	
Fort Yukon	66°34.428′N, 145°12.888′W
Fort Yukon	
Galena	64°44.490′N, 156°56.967′W
Edward G. Pitka Sr.	
Gustavus	58°25.515′N, 135°42.386′W
Gustavus	
Bartlett Cove Seaplane	
Excursion Inlet Seaplane	
Haines	59°13.095′N, 135°25.974′W
Haines	
Haines Seaplane	
Holy Cross	62°11.431′N, 159°46.484′W
Holy Cross	
Homer	59°38.855′N, 151°31.728′W
Homer	
Homer–Beluga Lake Seaplane	
Seldovia	
Seldovia Seaplane	
Jackolof Bay	
Kasitsna	
Oyster Cove	
Hoonah	58°05.825′N, 135°24.869′W
Hoonah	
Hoonah Seaplane	
Huslia	65°41.925′N, 156°21.218′W
Huslia	
Hydaburg	55°12.145′N, 132°49.495′W
Hydaburg Seaplane	
Igiugig	59°19.552′N, 155°53.823′W
Igiugig	
Big Mountain	
Iliamna	59°45.294′N, 154°54.448′W
Iliamna	
Kokhanok	
Nondalton	
Isabel Pass	63°14.287′N, 145°38.925′W
Paxson	
Johnstone Point	60°28.933′N, 146°34.593′W
Johnstone Point	
Johnstone Point VOR	60°28.842′N, 146°35.970′W
Johnstone Point	
Kake	56°58.356′N 133°56.719′W
Kake	
Kake Seaplane	
Kalskag	61°32.265′N, 160°19.962′W
Kalskag	
Kaltag	64°19.247′N, 158°43.944′W
Kaltag	

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Kasigluk	60°52.365′N, 162°30.653′W
Kasigluk	
Ketchikan	55°21.411′N, 131°42.562′W
Ketchikan	
Ketchikan Intl	
Ketchikan Harbor Seaplane	
Murphys Pullout Seaplane	
Peninsula Point Pullout Seaplane	
Kiana	66°58.41′N, 160°25.759′W
Kiana	
King Cove	55°06.870′N, 162°16.248′W
King Cove	
King Salmon	58°39.89′N, 156°31.46′W
King Salmon	
King Salmon Seaplane	
Kvichak (Diamond J)	
Nakeen	
Naknek	
Naknek Seaplane	
South Naknek	
Kipnuk	59°56.105′N, 164°01.983′W
Kipnuk	
Klawock	55°34.8′N, 133° 04.13′W
Klawock	
Klawock Seaplane	
Knik	61°25.595′N, 150° 04.732′W
Beaver Lake Seaplane	
Brocker Lake Seaplane	
Goose Bay	
Jones Landing Seaplane	
Visnaw Lake Seaplane	
Knob Ridge	63°38.952′N, 144°03.750′W
Knob Ridge	
Kodiak	57°44.827′N, 152°29.556′W
Kodiak	
Kodiak (Lilly Lake) Seaplane	
Kodiak Muni	
Trident Basin Seaplane	
Koliganek	59°43.578′N, 157°16.013′W
Koliganek	
New Stuyahok	
Ekwok	
Koyuk	64°56.132′N, 161°09.767′W
Koyuk Alfred Adams	
Kwigillingok	59°52.206′N, 163°08.899′W
Kwigillingok	
Keigillingok Seaplane	
Kongiganak	
Lake Clark Pass East	60°45.816′N, 152°24.714′W
Lake Clark Pass East	
Lake Clark Pass RCO	60°51.332′N, 152°38.352′W
Lake Clark Pass East	
Lake Clark Pass West	60°22.422′N, 153°53.400′W
Wilder/Natwick LLC	
Larsen Bay	57°32.244′N, 153°58.846′W
Karluk Lake Seaplane	
Larsen Bay	
Lena Point	58°23.294′N, 134°45.711′W
Lena Point	
Level Island	56°28.046′N, 133°04.982′W
Level Island	
Livengood	65°28.361′N 148°39.817W
Livengood Camp	
Manokotak	58°56.017′N, 158°54.173′W
Manokotak	
Clarks Point	
Ekuk	
Dillingham	

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Marshall	61°52.023′N, 162°01.999′W
Marshall Don Hunter SR	
McGrath	62°57.378′N, 155°36.030′W
McGrath	
McGrath Seaplane	
Tatalina LRRS	
Takotna	
McKinley Park	63°43.922′N, 148°54.755′W
Denali	
McKinley National Park	
Merrill Pass High	61°11.178′N, 153°19.566′W
en route–Merrill Pass	
Merrill Pass Low	61°12.000′N, 153°17.868′W
en route–Merrill Pass	
Metlakatla	55°07.694′N, 131°34.608′W
Metlakatla Seaplane	
Annette Island	
Tamgas Harbor Seaplane	
Middleton Island	59°27.000′N, 146°18.528′W
Middleton Island	
Minchumina	63°53.004′N, 152°18.642′W
Minchumina	
Mountain Village	62°05.688′N, 163°41.172′W
Mountain Village	
St. Mary's	
Nelson Lagoon	56°00.468′N, 161°10.243′W
Nelson Lagoon	
Nenana	64°32.983′N, 149°05.007′W
Clear	
Clear Sky Lodge	
New Stuyahok	59°27.372′N, 157°22.140′W
New Stuyahok	
Ekwok	
Nushagak	
Newtok	60°56.302′N 164°37.884′W
Newtok	
Newtok Seaplane	
Nikolai	63°00.929′N, 154°22.014′W
Nikolai	
Nome	64°30.402′N, 165°26.775′W
Basin Creek	
Nome	
Nome City Fld	
Salmon Lake	
Nondalton	59°58.407′N 154°51.149′W
Nondalton	
Northway	62°57.706′N, 141°56.155′W
Northway	
Old Harbor	57°12.071′N 153°18.302′W
Old Harbor	
Palmer	61°36.204′N, 149°05.682′W
Palmer Muni	
Butte Muni	
Finger Lake Seaplane	
Sky Ranch at Pioneer Peak	
Valley Hospital–Palmer Heliport	
Wolf Lake	
Anderson Lake	
Downwind Landing	
Jims Landing	
Abi	
Pedersen Hill	58°21.664′N, 134°38.181′W
Juneau International	
Juneau International Seaplane	
Juneau Harbor Seaplane	
Pilot Point	57°34.719′N, 157°34.115′W
Pilot Point	
Ugashik	
Ugashik Bay	

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Platinum	59°00.812′N, 161°49.193′W
Platinum	
Goodnews	
Point Lay	69°44.123′N, 163°00.155′W
Point Lay LRRS	
Portage Glacier	60°47.080′N, 148°50.489′″W
Portage Visitor Center	
Potato Point	61°03.399′N, 146°41.854′W
Potato Point RCO	
Valdez Pioneer Field	
Puntilla Lake	62°05.871′N, 152°44.035′W
Rainy Pass Lodge	
Quinhagak	59°43.73′N, 161°54.397′W
Quinhagak	
Rohn	62°17.532′N, 153°22.398′W
Tatitna	
Ruby	64°44.059′N, 155°27.651′W
Ruby	
Ruby Airport	64°43.852′N, 155°27.752′W
Ruby	
Russian Mission	61°46.800′N, 161°19.354′W
Russian Mission	
Russian Mission Seaplane	
Savoonga	63°41.336′N, 170°29.499′W
Savoonga	
Scammon Bay	61°50.675′N, 165°34.843′W
Scammon Bay	
Scammon Bay Seaplane	
Seward	60°08.083′N, 149°25.433′08″W
Seward	
Sheep Mountain	61°47.292′N, 147°40.461′W
Sheep Mountain	
Sisters Island	58°10.654′N, 135°15.465′″W
Gustavus	
Excursion Inlet Seaplane	
Sitka	57°03.097′N, 135°21.804′W
Sitka Rocky Gutierrez	
Sitka Seaplane	
Skagway	59°27.228′N, 135°19.653′W
Skagway	
Skagway Seaplane	
Soldotna	60°27.836′N, 151°04.888′W
Soldotna	
Soldotna Hospital Heliport	
Kasilof	
St. Mary's	62°03.131′N, 163°15.709′W
Pilot Station	
St. Michael	63°29.137′N, 162°06.762′W
St. Michael	
Stebbins	
St. Paul	57°09.621′N, 170°13.592′W
St. Paul Island	
Summit	63°19.680′N, 149°07.842′W
Summit	
Cantwell	
Tahneta Pass	61°49.972′N, 147°19.649′W
en route–Tahneta Pass	
Taku Inlet	58°19.053′N, 134°06.053′W
en route–Taku Inlet	
Tanana	65°10.391′N, 152°06.576′W
Ralph M Calhoun Memorial	
Thompson Pass	61°07.737′N, 145°46.501′W
Togiak	59°03.707′N, 160°22.58′W
Togiak	
Twin Hills	
Toksook Bay	60°32.203′N, 165°05.346′W
Toksook Bay	
Tuluksak	61°05.922′N, 160°57.46′W
Tuluksak	

CAMERA SITE NAME (in bold type) Facility Names (in light type)	LOCATION
Tuntutuliak Tuntutuliak Tuntutuliak Seaplane	60°20.392′N, 162°40.000′W
Unalakleet Unalakleet	63°53.083′N, 160°47.481′W
Valdez Valdez Pioneer Field Robe Lake Seaplane	61°07.943′N, 146°15.036′W
Wales Wales Tin City LRRS	65°36.965′N, 168°05.657′W
Whittier Whittier	60°46.517′N, 148°43.589′W
Wrangell Wrangell Wrangell Seaplane	56°29.199′N, 132°23.229′W
Yakutat Yakutat Yakutat Seaplane Dangerous River Harlequin Lake	59°30.119′N, 139°41.305′W
Yukon River Bridge En route – Yukon River Bridge Five Mile Stevens Village	65°56.399′N, 149°51.149′W

FAA HF/SSB AIR-GROUND COMMUNICATIONS STATIONS

The FAA maintains a domestic HF/SSB air-ground communications network to provide FSS services to aircraft anywhere in Alaska. Flight Service Stations at Barrow, Kotzebue, Cold Bay, and Ketchikan are equipped with HF/SSB/AM radio equipment operating on frequencies 2866 KHz and 5631 KHz. These four FSSs operate as an area-wide HF ''net'' and are prepared to provide communications to any aircraft in Alaska. Pilots are encouraged to call the nearest HF/SSB air-ground communications station; however, due to propagation characteristics, the nearest HF/SSB station may not necessarily read your transmission; i.e., Ketchikan FSS may read an aircraft in the Bristol Bay area when Cold Bay cannot, and vice versa.

Most services normally provided by FSSs are available on HF frequencies, i.e., weather, filing or closing flight plans, pilot briefing, search and rescue, etc.

METEOROLOGICAL INFORMATION (HF-VOLMET)

Honolulu 2683 6679 8828 13282	H+00–05	Aerodrome Forecasts, HONOLULU, HILO, AGANA, SIGMET, Hourly Report, Honolulu, Hilo, Kahului, Agana, Honolulu.
	H+05–10	Aerodrome Forecasts, SAN FRANCISCO, SEATTLE, LOS ANGELES, SIGMET, Hourly Report, San Francisco, Los Angeles, Seattle, Portland, Sacramento, Ontario, Las Vegas.
	H+25–30	Aerodrome Forecasts, ANCHORAGE, FAIRBANKS, COLD BAY, VANCOUVER, SIGMET, Hourly Report, Anchorage, Elmendorf, Fairbanks, Cold Bay, King Salmon, Vancouver.
	H+30–35	Aerodrome Forecasts, HONOLULU, HILO, AGANA, SIGMET, Hourly Report, Honolulu, Hilo, Kahului, Agana, Honolulu.
	H+35–40	Aerodrome Forecasts, SAN FRANCISCO, SEATTLE, LOS ANGELES, SIGMET, Hourly Report, San Francisco, Los Angeles, Seattle, Portland, Sacramento, Ontario, Las Vegas.
	H+55–60	Aerodrome Forecasts, ANCHORAGE, FAIRBANKS, COLD BAY, VANCOUVER, SIGMET, Hourly Report, Anchorage, Elmendorf, Fairbanks, Cold Bay, King Salmon, Vancouver.

Automatic Flight Information Service (AFIS)

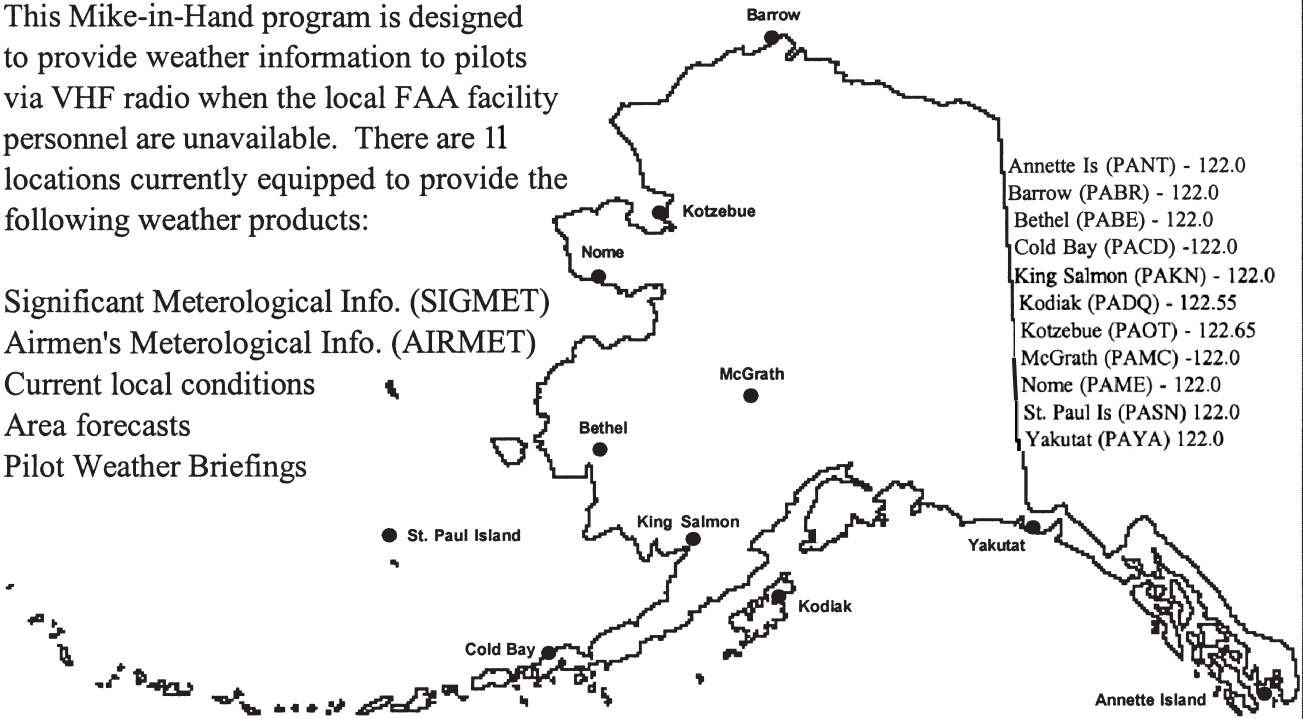
The Alaska flight service station (FSS) AFIS provides advance non-control airport, meteorological, and pertinent NOTAM information to aircraft. The Alaska AFIS is similar to the terminal Automatic Terminal Information Service (ATIS), but there are significant differences. FSS recordings do not provide runway in use or approach in use information, but do emphasize weather and local NOTAM information. A new AFIS recording is made when there is a change in any other pertinent data for the airport or surrounding area, such as change in favored runway, new or canceled NOTAMs, AIRMETs, SIGMETs, CWAs, PIREPs, or other information that facilitates the repetitive transmission of essential but routine information. Currently the Alaska Flight Service Stations are broadcasting AFIS from the following airports.

City	Airport Ident	AFIS	City	Airport Ident	AFIS
Barrow	(BRW)	132.15	Ketchikan	(KTN)	134.45
Deadhorse	(SCC)	118.4	Kotzebue	(OTZ)	135.45
Dillingham	(DLG)	125.0	Nome	(OME)	119.925
Homer	(HOM)	135.65	Sitka	(SIT)	135.9
Iliamna	(ILI)	134.95	Talkeetna	(TKA)	135.2

National Weather Service Mike-in-Hand Program

This Mike-in-Hand program is designed to provide weather information to pilots via VHF radio when the local FAA facility personnel are unavailable. There are 11 locations currently equipped to provide the following weather products:

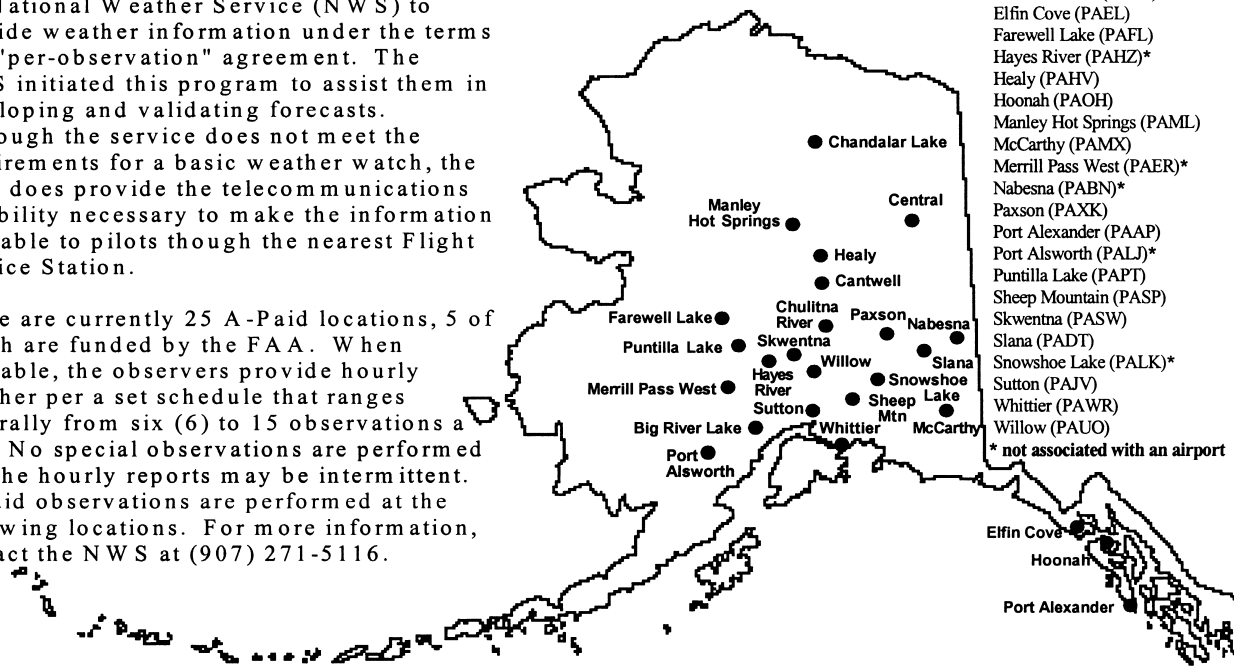
Significant Meterological Info. (SIGMET)
Airmen's Meterological Info. (AIRMET)
Current local conditions
Area forecasts
Pilot Weather Briefings



A-PAID Weather Observation Locations

An A-Paid Observer is a person certified by the National Weather Service (NWS) to provide weather information under the terms of a "per-observation" agreement. The NWS initiated this program to assist them in developing and validating forecasts. Although the service does not meet the requirements for a basic weather watch, the FAA does provide the telecommunications capability necessary to make the information available to pilots though the nearest Flight Service Station.

There are currently 25 A-Paid locations, 5 of which are funded by the FAA. When available, the observers provide hourly weather per a set schedule that ranges generally from six (6) to 15 observations a day. No special observations are performed and the hourly reports may be intermittent. A-Paid observations are performed at the following locations. For more information, contact the NWS at (907) 271-5116.



Big River Lake (PALV)*
Cantwell (PATW)
Central (PARL)
Chandelar Lake (PALR)
Chulitna River (PAEC)*
Elfin Cove (PAEL)
Farewell Lake (PAFL)
Hayes River (PAHZ)*
Healy (PAHV)
Hoonah (PAOH)
Manley Hot Springs (PAML)
McCarthy (PAMX)
Merrill Pass West (PAER)*
Nabesna (PABN)*
Paxson (PAXK)
Port Alexander (PAAP)
Port Alsworth (PALJ)*
Puntilla Lake (PAPT)
Sheep Mountain (PASP)
Skwentna (PASW)
Slana (PADT)
Snowshoe Lake (PALK)*
Sutton (PAJV)
Whittier (PAWR)
Willow (PAUO)

*** not associated with an airport**

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB 18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report	**METAR**
KPIT	ICAO location indicator	**KPIT**
091730Z	Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time	**091955Z**
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. **METAR**: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on	**COR**
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 00000KT for calm; for **METAR**, if direction varies 60 degrees or more, Variability appended, e.g. 180V260	**22015G25KT**
5SM	Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in **TAF** Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	**3/4SM**
	Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; "/"; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)	**R28L/2600FT**
HZ	Significant present, forecast and recent weather: see table (on back)	**TSRA**
FEW020	Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CumulonimBus in **METAR**; in **TAF**, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated **METAR** reports only, CLeaR for "clear below 12,000 feet"	**OVC010CB**
	Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06	**18/16**
	Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013)	**A2992**

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. **TAF**, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT	
	In **METAR**, ReMarK indicator & remarks. For example: Sea-Level Pressure in hectoPascals & tenths, as shown: 1004.5 hPa; Temp/dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	**RMK SLP045 T01820159**
FM1930	FroM and 2-digit hour and 2-digit minute **beginning** time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
TEMPO 2022	TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour **beginning** and 2-digit hour **ending** time period	
PROB40 0407	PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour **beginning** and 2-digit hour **ending** time period	
BECMG 1315	BECoMinG: change expected during 2-digit hour **beginning** and 2-digit hour **ending** time period	

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

WEATHER PHENOMENA

Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets

UP Unknown precipitation in automated observations

Obscuration

BR Mist (≥5/8SM)	FG Fog (<5/8SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE
NOAA/PA 96052 **National Oceanic and Atmospheric Administration**—National Weather Service

KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number 703–904–4400

REGIONAL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907–271–5464
Central	816–329–2500
Eastern	718–553–4502
Great Lakes	847–294–7202
New England	781–238–7500
Northwest Mountain	425–227–2500
Southern	404–305–5500
Southwest	817–222–5500
Western Pacific	310–725–6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR REGIONAL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817–222–5006	7:30 a.m.–4:00 p.m.	505–856–4300
Anchorage	907–271–5936	7:30 a.m.–4:00 p.m.	907–269–1137
Atlanta	404–305–5180	7:30 a.m.–5:00 p.m.	770–210–7601
Boston	617–238–7001	7:30 a.m.–4:00 p.m.	603–879–6633
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	630–906–8221
Cleveland	847–294–8400	8:00 a.m.–4:00 p.m.	440–774–0310
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–651–4100
Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	817–858–7300
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–5300
Indianapolis	847–294–8400	8:00 a.m.–4:00 p.m.	317–247–2231
Jacksonville	404–305–5180	8:00 a.m.–4:30 p.m.	904–549–1501
Kansas City	816–329–3000	7:30 a.m.–4:00 p.m.	913–254–8500
Los Angeles	661–265–8200	7:30 a.m.–4:00 p.m.	661–265–8200
Memphis	404–305–5180	7:30 a.m.–4:00 p.m.	901–368–8103
Miami	404–305–5180	7:00 a.m.–3:30 p.m.	305–716–1500
Minneapolis	847–294–8400	8:00 a.m.–4:00 p.m.	651–463–5580
New York	718–995–5426	8:00 a.m.–4:40 p.m.	516–468–1001
Oakland	310–725–3300	6:30 a.m.–3:00 p.m.	510–745–3331
Salt Lake City	425–227–1389	7:30 a.m.–4:00 p.m.	801–320–2500
Seattle	425–227–1389	7:30 a.m.–4:00 p.m.	253–351–3500
Washington	718–995–5426	8:00 a.m.–4:30 p.m.	703–771–3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR REGIONAL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	847–608–5509
Dallas/Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	972–615–2500
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1500
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–8400
New York	718–995–5426	8:00 a.m.–4:30 p.m.	516–683–2901
Northern CA	310–725–3300	7:00 a.m.–3:30 p.m.	916–366–4001
Potomac	718–995–5426	8:00 a.m.–4:30 p.m.	540–349–7500
Southern CA	310–725–3300	7:30 a.m.–4:00 p.m.	858–537–5800

*Facilities can be contacted through the Regional Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR REGIONAL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817–222–5006	8:00 a.m.–5:00 p.m.	505–842–4366
Andrews AFB, MD	718–995–5426	8:00 a.m.–4:30 p.m.	301–735–2380
Baltimore/Washington Intl Thurgood Marshall, MD	718–995–5426	8:00 a.m.–4:30 p.m.	410–962–3555
Boston Logan Intl, MA	781–238–7001	7:30 a.m.–4:00 p.m.	617–455–3100
Bradley Intl, CT	617–238–7001	7:30 a.m.–4:00 p.m.	203–627–3428
Burbank/Bob Hope, CA	310–725–3300	7:00 a.m.–5:30 p.m.	818–567–4806
Charlotte Douglas Intl, NC	404–305–5180	8:00 a.m.–4:30 p.m.	704–344–6487
Chicago Midway, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–884–3670
Chicago O'Hare Intl, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–601–7600
Cleveland Hopkins Intl, OH	847–294–8400	8:00 a.m.–4:00 p.m.	216–898–2020
Covington/Cincinnati, OH	708–294–7401	8:00 a.m.–4:30 p.m.	606–767–1006
Dallas/Ft. Worth Intl, TX	817–222–5006	8:30 a.m.–5:00 p.m.	972–615–2531
Dayton Cox Intl, OH	847–294–8400	7:30 a.m.–4:00 p.m.	937–454–7300
Denver Intl, CO	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1600
Detroit Metro, MI	847–294–8400	8:00 a.m.–4:00 p.m.	734–955–5000
Fairbanks Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–474–0050
Fort Lauderdale Intl, FL	404–305–5180	7:00 a.m.–3:30 p.m.	305–356–7932
George Bush Intercontinental/Houston, TX	817–222–5006	7:30 a.m.–4:00 p.m.	713–230–8400
Hartsfield–Jackson Atlanta Intl, GA	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Honolulu Intl, HI	310–725–3300	7:30 a.m.–4:00 p.m.	808–840–6100
Houston Hobby, TX	817–222–5006	8:00 a.m.–5:00 p.m.	713–847–1400
Indianapolis Intl, IN	847–294–8400	8:00 a.m.–4:00 p.m.	317–484–6600
Kahului/Maui, HI	310–725–3300	7:30 a.m.–4:00 p.m.	808–877–0725
Kansas City Intl, MO	816–329–3000	7:30 a.m.–4:00 p.m.	816–329–2700
Las Vegas McCarran, NV	310–725–3300	7:30 a.m.–4:00 p.m.	702–262–5978
Los Angeles Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	310–342–4900
Louis Armstrong New Orleans Intl, LA	817–222–5006	7:00 a.m.–4:30 p.m.	504–471–4300
Memphis Intl, TN	404–305–5180	7:30 a.m.–4:00 p.m.	901–322–3350
Miami Intl, FL	404–305–5180	7:00 a.m.–4:00 p.m.	305–869–5400
Minneapolis/St. Paul, MN	847–294–8400	8:00 a.m.–4:00p.m.	612–713–4000
Nashville Intl, TN	404–305–5180	7:00 a.m.–3:30 p.m.	615–781–5460
New York Kennedy Intl, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–656–0335
New York La Guardia, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–335–5461
Newark Liberty Intl, NJ	718–995–5426	7:30 a.m.–4:00 p.m.	973–565–5000
Norman Y. Mineta San Jose Intl, CA	310–725–3300	7:30 a.m.–4:00 p.m.	408–982–0750
Ontario Intl, CA	310–725–3300	7:30 a.m.–4:00 p.m.	909–983–7518
Orlando Intl, FL	404–305–5180	7:30 a.m.–5:00 p.m.	407–850–7000
Philadelphia Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	215–492–4100
Phoenix Sky Harbor Intl, AZ	310–725–3300	7:30 a.m.–4:00 p.m.	602–379–4226
Pittsburgh Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	412–269–9237
Portland Intl, OR	425–227–1389	7:30 a.m.–4:00 p.m.	503–493–7500
Raleigh-Durham, NC	404–305–5180	8:00 a.m.–4:30 p.m.	919–840–5544
Ronald Reagan Washington National, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–413–1535
Salt Lake City, UT	425–227–1389	7:30 a.m.–4:00 p.m.	801–325–9600
San Antonio Intl, TX	817–222–5006	8:00 a.m.–4:30 p.m.	210–805–5507
San Diego Lindbergh Intl, CA	310–725–3300	8:00 a.m.–4:30 p.m.	619–299–0677
San Francisco Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	650–876–2883
San Juan Intl, PR	404–305–5180	7:30 a.m.–5:00 p.m.	809–253–8663
Seattle–Tacoma Intl, WA	425–227–1389	7:30 a.m.–4:00 p.m.	206–768–2900
St. Louis Lambert, MO	816–329–3000	7:30 a.m.–4:00 p.m.	314–890–1000
Tampa Intl, FL	404–305–5180	7:30 a.m.–4:00 p.m.	813–371–7700
Ted Stevens Anchorage Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–271–2700
Teterboro, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	201–288–1889
Washington Dulles Intl, DC	718–995–5426	8:00 a.m.–4:30 p.m.	571–323–6372
West Palm Beach, FL	404–305–5180	8:00 a.m.–4:30 p.m.	561–683–1867
Westchester Co, NY	718–995–5426	8:00 a.m.–4:30 p.m.	914–948–6520

*Facilities can be contacted through the Regional Duty Officer during non-business hours.

RADIO NAVIGATIONAL AIDS BY IDENT

IDENT	NAME	IDENT	NAME
ACE	Kachemak (NDB)	ENM	Emmonak (VOR/DME)
ADK	Mount Moffet (NDB/DME)	ENN	Nenana (VORTAC)
AES	Nabesna (NDB)	EUG	Eugene, OR (VORTAC)
AFE	Kake (NDB)	FAI	Fairbanks (VORTAC)
AIX	Nanwak (NDB/DME)	FDV	Fort Davis (NDB)
AKN	King Salmon (VORTAC)	FHR	Friday Harbor (NDB)
AKP	Anaktuvuk Pass (NDB)	FOX	Fox (NDB)
AKW	Klawock (NDB/DME)	FPN	Fredericks Point (NDB)
ALJ	Orca Bay (NDB)	FTO	Yukon River (NDB)
AMF	Ambler (NDB/DME))	FYU	Fort Yukon (VORTAC)
ANC	Anchorage (VOR/DME)	GAL	Galena (VOR/DME)
ANI	Aniak (NDB)	GAM	Gambell (NBD)
ANN	Annette Island (VORTAC)	GAV	Gustavus (NDB)
ANV	Anvik (NDB/DME)	GBH	Galbraith Lake (NDB)
AP	Active Pass, Canada, BC (NDB)	GCR	Glacier River (NDB)
ATK	Atqasuk (NDB)	GKN	Gulkana (VOR/DME)
ATU	Attu (NDB)	GLA	Glennallen (NDB)
AUB	CHINOOK (NDB)	GRF	Graye (Tacoma), WA (NDB)
AW	Waton (Arlington), WA (NDB)	GRP	Granite Point (NBD)
BCC	Bear Creek (NDB)	HBT	Borland (NDB/DME)
BET	Bethel (VORTAC)	HE	Hope, Canada, BC (NDB)
BGQ	Big Lake (VORTAC)	HHM	Hotham (NDB)
BIG	Big Delta (VORTAC)	HNS	Haines (NDB)
BKA	Biorka Island (VORTAC)	HOM	Homer (VOR/DME)
BOB	Bruck (NDB)	HPB	Hooper Bay (VOR/DME)
BRW	Barrow (VOR/DME)	HQM	Hoquiam, WA (VORTAC)
BTG	Battleground, WA (VORTAC)	HSL	Huslia (VOR/DME)
BTI	Barter Island (NDB)	HUH	Whatcom, WA (VORTAC)
BTS	Wood River (NDB)	ICK	Nichols (NDB)
BTT	Bettles (VOR/DME)	ICW	Ice Pool (NDB)
BVK	Buckland (NDB/DME)	ILI	Iliamna (NDB/DME)
BVS	Skagit/Bay View (NDB)	IME	Mount Edgecumbe (NDB)
CAN	Carney, WA (NDB)	IWW	Wildwood (NDB)
CDB	Cold Bay (VORTAC)	JB	Laberge, Canada, YT (NDB)
CGL	Coghlan Island (NDB)	JNR	North River (NDB)
CL	Elwha, WA (NDB/LOM)	JOH	Johnstone Point (VOR/DME)
CMJ	Clam Cove (NDB)	K	Ediz Hook, WA (NDB)
CMQ	Campbell Lake (NDB)	KKA	Koyuk (NDB/DME)
CQR	Chandalar Lake (NDB)	LAC	Lacomas, WA (NDB)
CRN	Cairn Mountain (NDB)	LTJ	Klickitat, WA (VORTAC)
CUN	Chena (NDB)	LU	Cultus, BC (NDB)
CVV	Penn Cove, WA (VOR/DME)	LUR	Cape Lisburne (NDB)
CYT	Yakataga (NDB)	LVD	Level Island (VOR/DME)
CZF	Cape Romanzof (NDB)	MA	Mayo, Canada, YT (NDB)
DA	Dawson, Canada, YT (NDB)	MB	Mill Bay, Canada, BC (NDB)
DB	Burwash, Canada, YT (NDB)	MCG	McGrath (VORTAC)
DGG	Red Dog (NDB)	MDO	Middleton Island (VOR/DME
DJN	Delta Junction (NDB)	MHM	Minchumina (NDB)
DLG	Dillingham (VOR/DME)	MNC	Mason Co, WA (NDB)
DLS	The Dalles, OR (VORTAC)	MND	Mendenhall (NDB)
DRF	Drift River (NDB)	MNL	Mineral Creek (NDB)
DSD	Deschutes, OR (VORTAC)	MOS	Moses Point (VOR/DME)
DUT	Dutch Harbor (NDB/DME)	NUD	Adak, NAS (TACAN)
EAV	Evansville (NDB)	NUW	Whidbey Is NAS, WA (TACAN
EDF	Elmendorf AFB (TACAN)	OAY	Norton Bay (NDB)
EEF	Elephant (NDB)	OCC	Ocean Cape (NDB)
EGY	English Bay (NDB)	ODK	Kodiak (VORTAC)
EHM	Cape Newenham (NDB)	OLM	Olympia, WA (VORTAC)
EIL	Eielson AFB (TACAN)	OLT	Soldotna (NDB/DME)
ELF	Elfee (NDB)	OME	Nome (VOR/DME)
ELN	Ellenburg, WA (VORTAC)	ONP	Newport, OR (VORTAC)
ENA	Kenai (VOR/DME)	OQK	Noatak (NDB/DME)

RADIO NAVIGATIONAL AIDS BY IDENT

IDENT	NAME
ORT	Northway (VORTAC)
OSE	Oscarville (NDB)
OTZ	Kotzebue (VOR/DME)
OYN	Gold (NDB)
PAE	Paine, WA (VOR/DME)
PDN	Port Heiden (NDB/DME)
PEE	Peters Creek (NDB)
PHO	Point Hope (NDB)
PIZ	Point Lay (NDB)
PJ	Robinson, Canada, YT (NDB)
PPC	Prospect (NDB)
PR	Prince Rupert, Canada, BC (NDB)
PVQ	Put River (NDB)
PWT	Kitsap, WA (NDB)
PYC	Pitsand (NBD)
QH	Watson Lake, Canada, YT (NDB)
QQ	Comox, Canada, BC (NDB)
RBG	Roseburg, OR (VOR/DME)
RNT	Renton, WA (NDB)
RWO	Woody Island (NDB)
SCC	Deadhorse (VOR/DME)
SEA	Seattle, WA (VORTAC)
SGG	St. George (NDB)
SHH	Shishmaref (NDB)
SIT	Sitka (NDB)
SK	Inlet, (Sandspit) Canada, BC (NDB)
SMA	St. Marys (NDB)
SPY	Saint Paul Island (NDB/DME)
SQA	Sparrevohn (VOR/DME)
SQM	Sumner Strait (NDB)
SRI	Pribilof (NDB)
SSR	Sisters Island (VORTAC)
SYA	Shemya AFB (VORTAC) (NDB)
TAL	Tanana (VOR/DME)
TCM	McChord, WA (VORTAC)
TK	Telkwa (Smithers) Canada, BC (NDB)
TKA	Talkeetna (VOR/DME)
TNC	Tin City (NDB)
TOG	Togiak (NDB/DME)
TOU	Tatoosh (Neah Bay), WA (VORTAC)
UAB	Anahim Lake, CN (NDB)
UBG	Newberg, OR (VOR/DME)
UKK	Wainwright Village (NDB)
ULL	Kukuliak (VOR/DME)
UMM	Summit (NDB)
UNK	Unalakleet (VORTAC)
UQQ	Comox, Canada, BC (TACAN)
UQS	Nuiqsut Village (NDB)
UTO	Utopia Creek (NDB)
UZP	Sandspit, Canada, BC (TACAN)
VIR	Browerville (NDB)
VR	Vancouver, Canada, BC (NDB)
VTR	Takotna River (NDB)
WC	White Rock, Canada, BC (NDB)
WLK	Selawik (VOR/DME)
XPW	Powell River, Canada, BC (NDB)
XT	Terrace, Canada, BC (NDB)
XX	Abbotsford, Canada, BC (NDB)
XXT	Terrace, Canada, BC (ILS/DME)
XY	Whitehorse, Canada, YT (NDB)
YAK	Yakutat (VORTAC)
YAZ	Tofino, Canada, BC (NDB)
YBL	Campbell River, Canada, B.C. (NDB)
YCD	Nanaimo, Canada, BC (NDB)
YD	Smithers, Canada, BC (NDB)
YJ	Victoria, Canada, BC (NDB)
YJQ	Bella Bella, WA (NDB)
YK	Donny, WA (NDB/LOM)
YKD	Aklavik, Canada, NWT (NDB)
YKM	Yakima, WA (VORTAC)
YOC	Old Crow, Canada, YT (NDB)
YPK	Pitt Meadows, Canada BC (VOR)
YPW	Powell River, Canada, BC (NDB)
YQH	Watson Lake, Canada, YT (VOR/DME)
YSQ	Atlin, Canada, BC (NDB)
YVR	Vancouver, Canada, BC (VOR/DME)
YXQ	Beaver Creek, Canada, YT (NDB)
YXY	Whitehorse, Canada, YT (NDB)
YYD	Smithers, Canada, BC (VOR/DME)
YYJ	Victoria, Canada, BC (VOR/DME)
YZA	Ashcroft, CN (NDB)
YZP	Sandspit, Canada, BC (VOR)
YZT	Port Hardy, Canada, BC (VOR/DME)
Z	Zulu, Canada, BC (NDB)
ZKI	Kitimat, Canada, BC (NDB)
ZP	Sandspit, Canada, BC (NDB)
ZT	Port Hardy, Canada, BC (NDB)
ZVR	Sea Island, Canada, BC (NDB)
ZW	Teslin, Canada, YT (NDB)
ZXY	Klondike, Canada, YT (NDB)
ZZP	Dead Tree, Canada, BC (NDB)

AIRPORTS BY ICAO LOCATION INDICATOR

IDENT	NAME
PAAK	ATKA
PAAL	PORT MOLLER
PAAN	GOLD KING CREEK
PAAP	PORT ALEXANDER SEAPLANE
PAAQ	PALMER MUNI
PAAT	CASCO COVE CGS
PABA	BARTER ISLAND LRRS
PABE	BETHEL
PABG	BELUGA
PABI	ALLEN AAF
PABL	BUCKLAND
PABM	BIG MOUNTAIN
PABP	BADAMI
PABR	WILEY POST/WILL ROGERS MEM
PABT	BETTLES
PABU	BULLEN POINT AIR FORCE STATION
PABV	BIRCHWOOD
PACD	COLD BAY
PACE	CENTRAL
PACH	CHUATHBALUK
PACI	CHALKYITSIK
PACK	CHEFORNAK
PACL	CLEAR
PACM	SCAMMON BAY
PACR	CIRCLE CITY (NEW)
PACS	CAPE SARICHEF
PACV	MERLE K (MUDHOLE) SMITH
PACX	COLDFOOT
PACY	YAKATAGA
PACZ	CAPE ROMANZOF LRRS
PADE	DEERING
PADK	ADAK
PADL	DILLINGHAM
PADM	MARSHALL DON HUNTER SR
PADQ	KODIAK
PADU	UNALASKA
PADY	KONGIGANAK
PAED	ELMENDORF AFB
PAEE	EEK
PAEG	EAGLE
PAEH	CAPE NEWENHAM LRRS
PAEI	EIELSON AFB
PAEL	ELFIN COVE SEAPLANE
PAEM	EMMONAK
PAEN	KENAI MUNI
PAEW	NEWTOK
PAFA	FAIRBANKS INTL
PAFB	LADD AAF
PAFE	KAKE
PAFL	TIN CREEK
PAFM	AMBLER
PAFR	BRYANT AAF
PAFS	NIKOLAI
PAFV	FIVE MILE
PAFW	FAREWELL
PAGA	EDWARD G. PITKA SR
PAGB	GALBRAITH LAKE
PAGG	KWIGILLINGOK
PAGH	SHUNGNAK
PAGK	GULKANA
PAGL	GOLOVIN
PAGM	GAMBELL
PAGN	ANGOON SEAPLANE
PAGO	BIG LAKE
PAGS	GUSTAVUS
PAGY	SKAGWAY
PAGZ	GRANITE MOUNTAIN AS
PAHC	HOLY CROSS
PAHL	HUSLIA
PAHN	HAINES
PAHO	HOMER
PAHP	HOOPER BAY
PAHU	HUGHES
PAHV	HEALY RIVER
PAHX	SHAGELUK
PAHY	HYDABURG SEAPLANE
PAIG	IGIUGIG
PAII	EGEGIK
PAIK	BOB BAKER MEM
PAIL	ILIAMNA
PAIM	INDIAN MOUNTAIN LRRS
PAIN	MC KINLEY NATIONAL PARK
PAIW	WALES
PAJC	CHIGNIK
PAJN	JUNEAU INTL
PAJV	JONESVILLE MINE
PAJZ	KOLIGANEK
PAKD	KODIAK MUNI
PAKF	FALSE PASS
PAKH	AKHIOK
PAKI	KIPNUK
PAKK	KOYUK ALFRED ADAMS
PAKL	KULIK LAKE
PAKN	KING SALMON
PAKP	ANAKTUVUK PASS
PAKT	KETCHIKAN INTL
PAKU	UGNU–KUPARUK
PAKV	KALTAG
PAKW	KLAWOCK
PAKY	KARLUK
PALB	LARSEN BAY
PALG	KALSKAG
PALH	LAKE HOOD SEAPLANE
PALP	ALPINE AIRSTRIP
PALR	CHANDALAR LAKE
PALU	CAPE LISBURNE LRRS
PAMB	MANOKOTAK
PAMC	MC GRATH
PAMD	MIDDLETON ISLAND
PAMH	MINCHUMINA
PAMK	ST MICHAEL
PAML	MANLEY HOT SPRINGS
PAMM	METLAKATLA SEAPLANE
PAMO	MOUNTAIN VILLAGE
PAMR	MERRILL FLD
PAMX	MC CARTHY
PAMY	MEKORYUK
PANA	NAPAKIAK
PANC	TED STEVENS ANCHORAGE INTL
PANI	ANIAK
PANN	NENANA MUNI
PANO	NONDALTON
PANR	FUNTER BAY SEAPLANE
PANT	ANNETTE ISLAND
PANU	NULATO
PANV	ANVIK
PANW	NEW STUYAHOK
PAOB	KOBUK
PAOC	PORTAGE CREEK
PAOH	HOONAH

AIRPORTS BY ICAO LOCATION INDICATOR

IDENT	NAME	IDENT	NAME
PAOM	NOME	PATL	TATALINA LRRS
PAOO	TOKSOOK BAY	PATQ	ATQASUK EDWARD BURNELL SR MEM
PAOR	NORTHWAY	PATW	CANTWELL
PAOT	RALPH WIEN MEM	PAUK	ALAKANUK
PAOU	NELSON LAGOON	PAUM	UMIAT
PAPB	ST GEORGE	PAUN	UNALAKLEET
PAPC	PORT CLARENCE CGS	PAUO	WILLOW
PAPE	PERRYVILLE	PAVA	CHEVAK
PAPG	PETERSBURG JAMES A. JOHNSON	PAVC	KING COVE
PAPH	PORT HEIDEN	PAVD	VALDEZ PIONEER FIELD
PAPK	NAPASKIAK	PAVE	VENETIE
PAPM	PLATINUM	PAVL	KIVALINA
PAPN	PILOT POINT	PAWB	BEAVER
PAPO	POINT HOPE	PAWD	SEWARD
PAPR	PROSPECT CREEK	PAWG	WRANGELL
PAQH	QUINHAGAK	PAWI	WAINWRIGHT
PAQT	NUIQSUT	PAWM	WHITE MOUNTAIN
PARC	ARCTIC VILLAGE	PAWN	NOATAK
PARS	RUSSIAN MISSION	PAWR	WHITTIER
PARY	RUBY	PAWS	WASILLA
PASA	SAVOONGA	PAWT	WAINWRIGHT AS
PASC	DEADHORSE	PAXK	PAXSON
PASD	SAND POINT	PAYA	YAKUTAT
PASH	SHISHMAREF	PAZA	ANCHORAGE CENTER
PASI	SITKA ROCKY GUTIERREZ	PFAK	AKIAK
PASK	SELAWIK	PFAL	ALLAKAKET
PASL	SLEETMUTE	PFCB	CHENEGA BAY
PASM	ST MARY'S	PFCL	CLARKS POINT
PASN	ST PAUL ISLAND	PFEL	ELIM
PASO	SELDOVIA	PFKA	KASIGLUK
PASP	SHEEP MOUNTAIN	PFKK	KOKHANOK
PAST	SUMMIT	PFKO	KOTLIK
PASV	SPARREVOHN LRRS	PFKT	BREVIG MISSION
PASW	SKWENTNA	PFKU	KOYUKUK
PASX	SOLDOTNA	PFKW	KWETHLUK
PASY	EARECKSON AS	PFNO	ROBERT/BOB/CURTIS MEM
PATA	RALPH M CALHOUN MEM	PFSH	SHAKTOOLIK
PATC	TIN CITY LRRS	PFTO	TOK JUNCTION
PATE	TELLER	PFYU	FORT YUKON
PATG	TOGIAK	PFWS	SOUTH NAKNEK NR 2
PATK	TALKEETNA	PPIZ	POINT LAY LRRS

MARINE RADIO BEACONS

For station identification simple characteristics consisting of combinations of dots and dashes are used. Thes combinations and the lengths of the dots, dashes and spaces are chosen for ease of identification. The combinations a not transmitted as morse code and are not referred to as such, but as: (—); (— ·); etc., depending on the combinatio used. All radiobeacons superimpose the characteristic on a carrier which is on continuously during the period transmission. This extends the usefulness of marine radiobeacons to aircraft employing automatic radio direction finders.

PARACHUTE JUMPING AREAS

The following tabulation lists all known Parachute Jump sites in Alaska. Unless otherwise indicated, all activities ar conducted during daylight hours and under VFR conditions. NOTAM D's may be issued to advise users of specific dates an times if outside the times/altitudes that are published.

Anchorage	037° radial 21 NM ANCHORAGE VOR/DME to 12,500′ Weekends.
Anchorage/Campbell	062° radial 12 NM ANCHORAGE VOR/DME to 2,000′ Unscheduled.
Anchorage/Claxton	044° radial 17 NM ANCHORAGE VOR/DME to 12,500′.
Anchorage/Girdwood	084° radial 34 NM ANCHORAGE VOR/DME to 12,500′. Fri–Sun. SR–SS daily. NM radius.
Anchorage/Malemute	028° radial 20 NM ANCHORAGE VOR/DME to 5,000′ weekdays. Military use only.
Fairbanks/Birch Hill	042° radial 10 NM FAIRBANKS VORTAC to 6000′ Apr 1–Oct 31 SR–SS. 3 NM radius.
Fairbanks/Chena Lake Flood Plain	061° radial 22 NM FAIRBANKS VORTAC to 5000′ Apr 1–Oct 31 SR–SS. 5 NM radius.
Fairbanks/Dead Moose/Tallgrass	046° radial 12 NM FAIRBANKS VORTAC to 5,000′. Unscheduled.
Fairbanks/Farmer Brown	042° radial 14 NM FAIRBANKS VORTAC to 6000′ Apr 1–Oct 31 SR–SS. 3 NM radius.
Fairbanks/Firebird	079° radial 36 NM FAIRBANKS VORTAC to 3,000′. Unscheduled.
Fairbanks/Husky	067° radial 27 NM FAIRBANKS VORTAC to 3,500′. Military use only. Continuous.
Fairbanks/Leslie's Field	039° radial 13 NM FAIRBANKS VORTAC to 5000′ Unscheduled.
Fairbanks/Grizz Pond	045° radial 13 NM FAIRBANKS VORTAC to 5000′ Apr 1–Oct 31 SR–SS. 5 NM radius.
Fairbanks/Nordale Jumpspot	055° radial 15 NM FAIRBANKS VORTAC to 5000′ Apr 1–Oct 31 SR–SS. 5 NM radius.
Fairbanks/Paintball	061° radial 18 NM FAIRBANKS VORTAC to 5,000′. Apr 1–Oct 31 SR–SS. 5 NM radius.
Fairbanks/River Road	046° radial 11 NM FAIRBANKS VORTAC to 6000′ Apr 1–Oct 31 SR–SS 3 NM radius.
Fairbanks/Side Hill (Picea) (Birch)	043° radial 10 NM FAIRBANKS VORTAC to 5000′ Unscheduled.
Kasilof	162° radial 15.8 NM KENAI VOR/DME to 13,000′.
McGrath	1000′ radius over McGRATH VORTAC Jun–Sep 30. Irregular hours.
Palmer Fairgrounds	061° radial 25 NM BIG LAKE VORTAC to 12,500′. During state fair.
Wasilla/Adventure	067° radial 17 NM BIG LAKE VORTAC to 14,000′ Apr–Dec SR–SS. 1 NM radius.

ALASKAN FORCES RADIO NETWORK STATIONS (AFRN)

STATION NAME	FREQUENCY	POWER	GEOGRAPHIC LOCATION
Ft Greely	90.5 MHz	300W	63°35′N 145°08′W
Ft Greely	93.5 MHz	300W	63°35′N 145°08′W
Galena	90.5 MHz	300W	64°26′N 156°34′W
Galena	101.1 MHz	300W	64°26′N 156°34′W
King Salmon	90.5 MHz	300W	58°25′N 156°56′W
King Salmon	101.7 MHz	300W	58°25′N 156°56′W
Shemya	90.5 MHz	300W	52°26′N 174°04′E
Shemya	101.1 MHz	300W	52°24′N 174°04′E
Tok Junction	90.5 MHz	300W	63°19′N 142°48′W
Tok Junction	101.5 MHz	300W	63°19′N 142°48′W

Note: All stations listed above repeat broadcasts originating from studios at Elmendorf AFB with the exception of Ada which is a Navy broadcasting facility. All transmitters are on the air 24 hours a day.

VOR RECEIVER CHECKPOINTS

Airborne and ground checkpoints consist of certified radials that should be received at specific points on the airport surface, or over specific landmarks while airborne in the immediate vicinity of the airport.

Should an error in excess of ±4° be indicated through use of the ground check, or ±6° using the airborne check, IFR flight should not be attempted without first correcting the source of the error.

CAUTION: No correction other than the ''correction card'' figures supplied by the manufacturer should be applied in making these VOR receiver checks.

AIRBORNE RECEIVER CHECKPOINTS

Station	Radial	Distance	Location
Barrow	018°	9.1 NM	Tower on Pt Barrow Promontory 1100′ MSL
Bellingham	159°	5.5 NM	Over Nooksack River/15 bridge 1700′ MSL
Bethel	069°	11.2 NM	Over AER 06 old Kwethluk strip.
Cold Bay	127°	7.0 NM	SE Cold Bay airport on NW end of abandoned airstrip 1000′ MSL
Deadhorse	305°	13.2 NM	Antenna on building NW side of Point McIntyre Arpt 1000′ MSL
Fairbanks	204°	8.5 NM	Center of grass airfield in bend of Tenana river 2000′.
Gulkana	327°	10.2 NM	Small building on NE side of pipeline 3500′ MSL
Homer	144°	6.6 NM	Center white oil tank 1000′ MSL
Johnstone Point	082°	16.0 NM	HBK NDB 1500′ MSL
Kenai	085°	14.0 NM	Moose River bridge 1500′
King Salmon	256°	8.0 NM	Standard Oil Storage tank in Naknek village on bank of Naknek River 1000′ MSL
McGrath	262°	12.6 NM	Over AER 24 at Takotna.
Nome	270°	5.3 NM	Center of intersection 1000′ MSL.
Sisters Island	288°	20.4 NM	Over intersection of rwys at Gustavus Arpt 1500′ MSL.
Talkeetna	147°		Parallel highway and bridges 1500′

GROUND RECEIVER CHECKPOINTS

Fairbanks Intl	049°	4.6 NM	Runup area of north ramp.

AUTOMATED FLIGHT SERVICE STATIONS (AFSS) FLIGHT SERVICE STATIONS (FSS) AND SPECIAL REPORTING SERVICE

This ''Special Reporting'' will provide for air/ground reporting on a prearranged schedule, whenever a pilot is planning a flight over any large body of water, swamp (wetlands), or mountainous terrain.

1. Contact time intervals and/or geographical locations should be agreed upon by the pilot and the AFSS or FSS. Ten minute time intervals are desirable, but due to the uncertain terrain, may not always be possible.
2. If contact is lost for more than 15 minutes, or other agreed upon time interval, Search and Rescue will be initiated.
3. Arrangements for this service can be made during preflight briefing or while in flight.
4. A flight plan is desirable but not mandatory.
5. Air/ground communications capabilities must be evaluated for each request for service.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

Special Use Airspace Information Service (SUAIS)

SUAIS is a system operated by the United States Air Force (USAF) under agreement with the Federal Aviation Administration (FAA) Alaskan Region to assist pilots with flight planning and situational awareness while operating in or near certain Military Operations Areas (MOA) and Restricted Areas in interior Alaska. SUAIS provides a means for civil and USAF pilots to obtain "near real-time" flight information regarding military training flight activity. Service primarily covers the area east of Fairbanks and near Delta Junction in Yukon 1, 2 & 3 MOAs, and in the Birch, Buffalo and Eielson MOAs. Additionally, the USAF provides service to anyone within radio range operating near or within R2202, R2205, R2211, and the military training routes (MTR) in this geographic area (see other MTR page in this section for more information).

SUAIS is available 24 hours a day. Direct communication with Eielson Range Control (ERC) personnel is available whenever USAF aircraft are operating in active MOAs or Restricted Areas. This 10 hour window varies between 0700-2200 local and information regarding daily activation times is available in advance by contacting the 353rd Combat Training Squadron (CTS) Joint Scheduling Office (JSO), (907) 377-2104/3005.

Recorded information regarding airspace activation is provided when ERC personnel are not on duty. SUAIS is available to pilots by telephone at 1 800 758-8723. It is also available on selected UHF frequencies and on VHF 125.3 Mhz. Recorded messages (when ERC is not open) are available by both phone and VHF 125.3.

ERC does not have FAA authority to provide Air Traffic Control (ATC) services SUAIS is limited to information regarding the airspace activity status and the exchange of information on the approximate position of known civil and military aircraft. ERC has radar sites located near Donnelly Dome and the east side of R2205. These sites provide radar coverage from Fairbanks to south of Delta Junction in the areas of the Alaska and Richardson Highways. However, The ability to see small aircraft without transponders is limited.

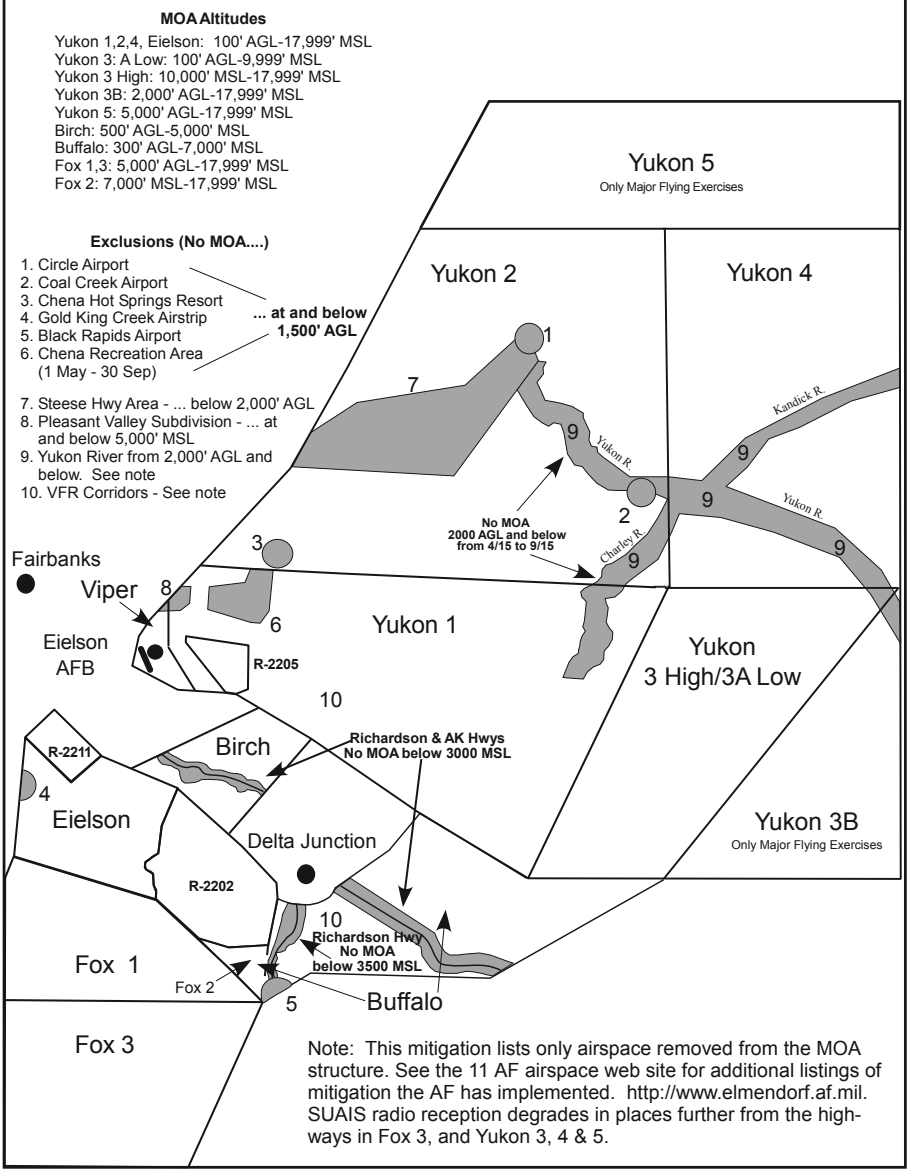
The service is provided as a supplement, and is not intended to replace ATC services provided by the FAA. Detailed information may be obtained from the USAF internet site hosted by the 611 Air Operations Center at:
http://www.elmendorf.af.mil/11af/alaskaairspaceinfo/index.asp Pilots should contact the nearest Flight Service Station for the latest NOTAM information concerning SUA and MTR use. Comments regarding this service may be directed to :

Federal Aviation Administration
Alaska Flight Services Information Area Group
222 W. 7th Ave #14
Anchorage AK 99513-7587
(907) 271-2796 Fax: 271-2850
Email: derril.bergt@faa.gov

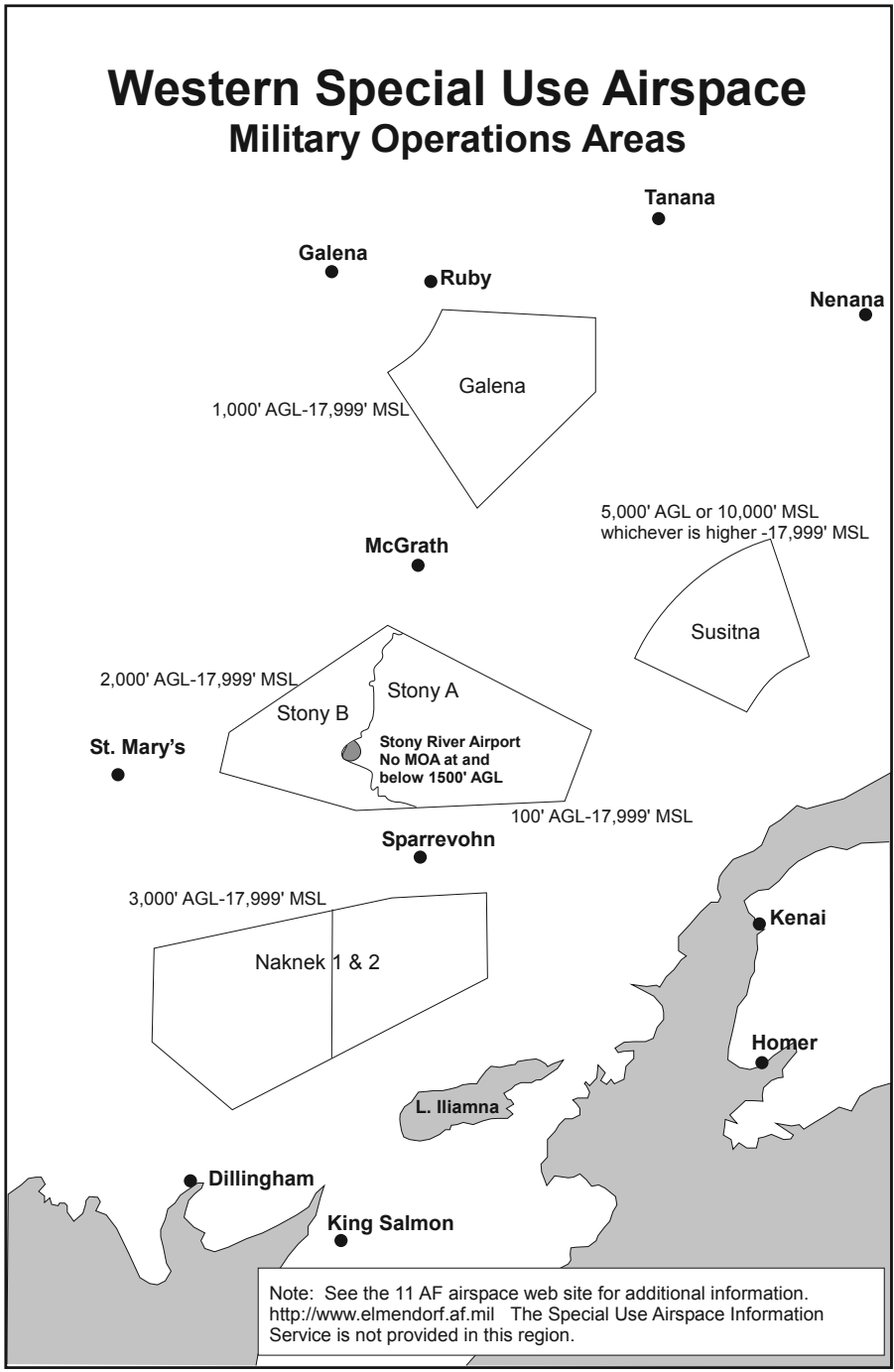
Commander
611 Air Operations Center
9480 Pease Ave. Ste 102
Elmendorf AFB AK 99506-2100
(907) 552-5103/2430/0999
aos.aoo@elmendorf.af.mil

Interior Special Use Airspace

& MOA Exclusion Areas



Note: This mitigation lists only airspace removed from the MOA structure. See the 11 AF airspace web site for additional listings of mitigation the AF has implemented. http://www.elmendorf.af.mil. SUAIS radio reception degrades in places further from the highways in Fox 3, and Yukon 3, 4 & 5.


Western Special Use Airspace
Military Operations Areas
Tanana
Galena
Ruby
Nenana
Galena
1,000' AGL-17,999' MSL
5,000' AGL or 10,000' MSL
whichever is higher -17,999' MSL
McGrath
Susitna
2,000' AGL-17,999' MSL
Stony A
Stony B
St. Mary's
Stony River Airport
No MOA at and
below 1500' AGL
100' AGL-17,999' MSL
Sparrevohn
3,000' AGL-17,999' MSL
Kenai
Naknek 1 & 2
Homer
L. Iliamna
Dillingham
King Salmon
Note: See the 11 AF airspace web site for additional information.
http://www.elmendorf.af.mil The Special Use Airspace Information
Service is not provided in this region.

MILITARY REFUELING TRACKS/ANCHORS

The conduct of aerial refueling is based on the strict requirement that participating aircraft remain within specifically designated airspace. Air refueling operations are normally conducted on tracks or in anchor areas. There are certain mission requirements and operational considerations which may necessitate enroute refueling operations or the establishment of special tracks/anchors not published in this section. Refer to FAA 7610.4 for additional information on those requirements.

Aerial refueling operations will be conducted under instrument flight rules on the Aerial Refueling Tracks/Anchors described in this section. New refueling tracks/anchors or changes to existing refueling tracks/anchors will become effective on the date of this publication unless indicated otherwise.

The tanker aircraft is responsible for requesting altitude clearance and routing (if different than flight plan routing) for the receiver and tanker aircraft beyond the aerial refueling exit point. Throughout the refueling operation, controller initiated heading assignments may not be effected without the concurrence of the tanker. Each aircraft must receive a specific clearance prior to leaving the refueling track/anchor. In the event of no clearance, the tanker(s) and receiver(s) will continue on the tanker's filed route and assigned block altitudes until a clearance to separate the flight can be obtained, or the aircraft will request an extension of the aerial refueling track.

NOTE: Aerial refueling operations are terminated at the end of the refueling point unless an extension of the aerial refueling track is received.

EXPLANATION OF TERMS

REFUELING TRACKS

1. ARIP – Air Refueling Initial Point – A point located upstream from the ARCP at which the receiver aircraft initiates a rendezvous with the tanker. Descent to refueling altitude will be made between ARIP and ARCP.
2. ARCP – Air Refueling Control Point – The location where the tanker and receiver rendezvous is completed prior to refueling. Tankers orbit at this point.
3. NAVIGATION CHECKPOINTS – These are designated where required to provide a means for adequate navigation for refueling aircraft and for departure from the track subsequent to refueling.
4. EXIT – The point at which the refueling track terminates.
5. COMMUNICATION/RENDEZVOUS PLAN –
    a. Primary UHF
    b. Backup UHF
    c. APN 69/134/135 Setting
    d. APX 78/Encode/Decode
    e. TACAN Channels Receiver/Tanker
    f. N/R = Not required.
6. REFUELING ALTITUDES – The block of airspace within which refueling operations may be conducted.
7. SCHEDULING UNIT – The military unit responsible for scheduling refueling operations. It provides daily schedules covering requested altitudes/flight levels and times of use for proposed operations to the assigned ARTCC.
8. ASSIGNED ARTCC – The FAA Air Traffic Control Center that controls the airspace within which the track is located.
9. SODAR – Simultaneous Opposite Direction Air Refueling.

REFUELING ANCHORS

1. ENTRY POINTS – These are designated points where tanker aircraft may enter the anchor area without the assistance of radar. When either FAA Center Radar or Ground TAC Radar is operative, a tanker may proceed to the Anchor Point without crossing an Entry Point.
2. ANCHOR POINT – The geographical point upon which the anchor pattern is oriented.
3. ANCHOR PATTERN – A left-hand race track pattern with legs separated by a minimum of 20 NM and a minimum leg length of 50 NM.
4. EXIT POINTS – These are designated points where tanker and receiver aircraft may depart the anchor area after refueling is completed.
5. MILITARY RADAR – The call sign and frequencies of the military unit responsible for radar control of refueling operations within the anchor area. These are normally an ADCF (Air Defense Control Facility) or CRC/CRP (Control and Reporting Center/Post).

ARTCC FREQUENCIES

The ARTCC frequencies to be used at the control and/or exit points are listed under the ''Assigned ARTCC'' column, e.g., ARCP 297.3 EXIT 295.4

NOTE: The location of the refueling airspace is depicted in graphic format following the Aerial Refueling Tracks/Anchors table.
If there is no information for a particular field, it will be omitted.

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ARTCC
AR505 (East) **ALASKA**	BET VORTAC 023/85 N61°54.00′ W160°00.00′	MCG VORTAC 255/48 N63°00.00′ W157°22.00′	MCG VORTAC 321/36 N63°31.00′ W156°05.00′ ENN VORTAC 305/58 N65°23.00′ W150°23.00′	FYU VORTAC 225/44 N66°19.00′ W147°00.00′	a. 315.900 b. 263.900 c. 1–1–1 d. 2/1 e. 52/115	FL210/FI230 FL240/FL260	168 ARS/DOO Eielsen AFB, AK DSN 317–377–8812 (After duty hours 317–377–8800) C907–377–8812	Anchorage ARCP–353.8E/128.1E EXIT–285.4E/133.1E ARIP–372E/125.2E
(West)	FYU VORTAC 225/44 N66°19.00′ W147°00.00′	ENN VORTAC 305/58 N65°23.00′ W150°23.00′	MCG VORTAC 321/36 N63°31.00′ W156°05.00′ MCG VORTAC 255/48 N63°00.00′ W157°22.00′	BET VORTAC 023/85 N61°54.00′ W160°00.00′				Anchorage ARCP–285.4W/133.1W EXIT–353.8W/128.1W ARIP–284.7W/135W
REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.								
AR506 (North) **ALASKA**	ORT VORTAC 150/118 N61°00.00′ W141°30.00′	ORT VORTAC 194/24 N62°38.00′ W142°27.00′	ORT VORTAC 301/60 N63°46.00′ W143°12.00′ ORT VORTAC 287/67 N63°40.00′ W143°49.00′ ORT VORTAC 177/61 N62°00.00′ W142°41.00′	ORT VORTAC 157/121 N60°56.00′ W142°01.00′	a. 288.800 b. 263.900 c. 1–1–1 d. 2/1 e. 30/93	FL240/FL310	168 ARS/DOO Eielson AFB, AK DSN 317–377–8812 (After hours 317–377–8800) C907–377–8812	Anchorage ARCP–323W/127.1W EXIT–323W/127.1W
AR506 (South)	ORT VORTAC 287/67 N63°40.00′ W143°49.00′	ORT VORTAC 177/61 N62°00.00′ W142°41.00′	ORT VORTAC 157/121 N60°56.00′ W142°01.00′ ORT VORTAC 150/118 N61°00.00′ W141°30.00′ ORT VORTAC 194/24 N62°38.00′ W142°27.00′	ORT VORTAC 301/60 N63°46.00′ W143°12.00′				Anchorage ARCP–323E/127.1E EXIT–323E/263.1E/127.1E/119E
REMARKS: Refueling restricted to three flight levels. Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.								

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ARTCC
AR507 (East) **ALASKA**	YAK VOR–DME 193/91 N58°16.00′ W141°20.00′	BKA VORTAC 257/110 N57°16.47′ W138°49.00′	BKA VORTAC 217/52 N56°29.00′ W136°57.50′	BKA VORTAC 133/92 N55°25.00′ W134°40.00′	a. 270.200 b. 263.900 c. 1–2–1 d. 3/1 e. 31/94	FL240/FL270	168 ARS/DOO Eielson AFB, AK DSN 317–377–8812 (After hours 317–377–8800) C907–377–8812	Anchorage ARCP–269.4E/133.6E EXIT–335.5E/126.6E
(West)	BKA VORTAC 133/92 N55°25.00′ W134°40.00′	BKA VORTAC 217/52 N56°29.00′ W136°57.50′	BKA VORTAC 257/110 N57°16.47′ W138°49.00′	YAK VOR–DME 193/91 N58°16.00′ W141°20.00′				Anchorage ARCP–335.5W/126.6W EXIT–269.4W/133.6W
REMARKS: Times as coordinated with ARTCC. Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.								
AR508E **ALASKA**	SPY NDB–DME 077/78 N57°12.00′ W167°50.00′	CDB VORTAC 319/130 N57°11.00′ W164°34.00′	CDB VORTAC 004/117 N57°07.00′ W161°40.00′	PDN NDB–DME N56°57.26′ W158°38.85′	a. 288.800 b. 263.900 c. 1–1–1 d. 2/1 e. 30/93	FL240/FL290	168 ARS/DOO Eielson AFB, AK DSN 317–377–8812 (After hours 317–377–8800) C907–377–8812	Anchorage ARCP–288.3E/132.9E EXIT–288.3E/132.9E
REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time. Simultaneous Opposite Direction Aerial Refueling (SODAR) authorized with AR508W when scheduled and coordinated with the 168 ARG and ATC.								
AR508W **ALASKA**	PDN NDB–DME N56°57.26′ W158°38.85′	CDB VORTAC 004/117 N57°07.00′ W161′40.00	CDB VORTAC 319/130 N57°11.00′ W164°34.00′	SPY NDB–DME 077/78 N57°12.00′ W167°50.00′	a. 288.800 b. 263.900 c. 1–1–1 d. 2/1 e. 30/93	FL240/FL290	168 ARS/DOO Eielson AFB, AK DSN 317–377–8812 (After hours 317–377–8800) C907–377–8812	Anchorage ARCP–288.3W/132.9W EXIT–338.3W/127.8W ARIP–288.3W/132.9W
REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time. Simultaneous Opposite Direction Aerial Refueling (SODAR) authorized with AR508E when scheduled and coordinated with the 168 ARG and ATC.								

NUMBER	ENTRY POINT(S)	ARIP	ANCHOR POINT	ANCHOR PATTERN	EXIT POINT(S)	CR PLAN MILITARY RADAR	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ARTCC	TIMES OF OPERATION
AR719 ALASKA	FAI VORTAC 048/55 N65°07.00′ W146°00.15′ YUKAN BIG VORTAC 046/29 N64°10.00′ W144°41.00′ BUFLO	EIL TACAN 031/52 N65°09.00′ W145°25.00′	EIL TACAN 042/121 N65°26.00′ W142°43.00′	EIL TACAN 042/121 N65°26.00′ W142°43.00′ EIL TACAN 033/125 N65°46.00′ N142°55.00′ EIL TACAN 022/79 N65°34.00′ W144°53.00′ EIL TACAN 036/71 N65°14.00′ W144°40.00′	FAI VORTAC 048/55 N65°07.00′ W146°00.05′ YUKAN BIG VORTAC 046/29① N64°10.00′ W144°41.00′ BUFLO	a. 270.200 b. 263.900 c. 1–2–1 d. 3/1 e. 31/94 Top Rocc Primary 269.9 Secondary 364.2/126.2	14000/17000 FL240/FL290 or as assigned by ATC	354 OSS/OSCR Eielson AFB, AK DSN 317–377–9327/ 2749/2718 C907–377–9327/ 2749/2718	Anchorage ARCP–284.7 EXIT–284.7	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N66°10.00′ W145°05.00′ to N66°10.00′ W141°00.00′ to N64°00.00′ W141°00.00′ to N64°00.00′ W144°00.00′ to N64°30.00′ W146°00.00′ to N65°23.00′ W146°00.00′ to beginning.

REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.
①Or as assigned by ATC

AR720 (Northeast) **ALASKA**	FAI VORTAC 151/51 N63°58.00′ W147°45.00′ Beyar FAI VORTAC 164/76 N63°33.00′ W148°15.00′ Welle BGQ VORTAC 026/42 N62°00.00′ W148°49.00′ GKN VOR–DME 266/18 N62°15.00′ W146°04.00′	BIG VORTAC 181/115 N62°15.00′ W147°21.00	BIG VORTAC 191/44 N63°24.00′ W146°37.00′	BIG VORTAC 191/44 N63°24.00′ W146°37.00′ BIG VORTAC 213/51 N63°31.00′ W147°17.00′ BIG VORTAC 194/98 N62°41.00′ W147°50.00′ BIG VORTAC 182/93 N62°36.00′ W147°07.00′	FAI VORTAC 151/51 N63°58.00′ W147°45.00′ Beyar FAI VORTAC 164/76 N63°33.00′ W148°15.00′ Welle BGQ VORTAC 026/42 N62°00.00′ W148°49.00′ GKN VOR–DME 266/18 N62°15.00′ W146°04.00′	a. 276.700 b. 263.900 c. 1–3–1 d. 4/1 e. 32/95 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL240/FL290 or as assigned by ATC	354 OSS/OSCR Eielson AFB, AK DSN 317–377–9327/ 2749/2718 C907–377–9327/ 2749/2718	Anchorage ARCP–360.8 EXIT–360.8	As coordinated with ARTCC
(Southwest)	FAI VORTAC 151/51 N63°58.00′ W147°45.00′ Beyar FAI VORTAC 164/76 N63°33.00′ W148°15.00′ Welle BGQ VORTAC 026/42 N62°00.00′ W148°49.00′ GKN VOR–DME 266/18 N62°15.00′ W146°04.00′	BIG VORTAC 228/39 N63°47.00′ W147°07.00′	BIG VORTAC 194/98 N62°41.00′ W147°50.00′	BIG VORTAC 194/98 N62°41.00′ W147°50.00′ BIG VORTAC 182/93 N62°36.00′ W147°07.00′ BIG VORTAC 191/44 N63°24.00′ W146°37.00 BIG VORTAC 213/51 N63°31.00′ W147°17.00′	FAI VORTAC 151/51 N63°58.00′ W147°45.00′ Beyar FAI VORTAC 164/76 N63°33.00′ W148°15.00′ Welle BGQ VORTAC 026/42 N62°00.00′ W148°49.00′ GKN VOR–DME 266/18 N62°15.00′ W146°04.00′				Anchorage ARCP–360.8 EXIT–269	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N63°58.00′ W148°00.00′ to N63°56.00′ W147°02.00′ to N63°44.00′ W146°30.00′ to N63°42.00′ W146°13.00′ to N63°43.00′ W145°54.00′ to N62°17.00′ W145°54.00′ to N61°55.00′ W148°50.00′ to N62°27.00′ W148°54.00′ to N62°33.00′ W148°48.00′ to beginning.

REMARKS: Weather briefing agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.

AR721 (Northeast) **ALASKA**	AKN VORTAC 327/60 N59°40.64′ W157°19.73′ NAKNE ANC VOR–DME 233/125 N60°37.18′ W154°20.73′ SPAIR AKN VORTAC 352/127 N60°49.00′ W156°11.00′ ETHAN	AKN VORTAC 312/99 N60°06.00′ W158°30.00′	AKN VORTAC 355/98 N60°19.00′ W156°06.00′	AKN VORTAC 355/98 N60°19.00′ W156°06.00′ AKN VORTAC 352/117 N60°39.00′ W156°13.00′ AKN VORTAC 326/113 N60°30.00′ W157°57.00′ AKN VORTAC 324/92 N60°10.00′ W157°48.00′	AKN VORTAC 327/60 N59°41.00′ W157°20.00′ AKN VORTAC 342/121 N60°44.00′ W156° 54.00′ ANC VOR–DME 232/125 N60°37.00′ W154°20.00′	a. 270.200 b. 263.900 c. 1–2–1 d. 3/1 e. 31/94 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL240/FL290 or as assigned by ATC	3 OSS/DOTS Elmendorf AFB, AK DSN 317–552–2406/ 5470 C907–552–2406/ 5470	Anchorage ARCP–354 EXIT–354	As coordinated with ARTCC
(Southwest)	AKN VORTAC 327/60 N59°40.64′ W157°19.73′ NAKNE ANC VOR–DME 233/125 N60°37.18′ W154°20.73′ SPAIR AKN VORTAC 352/127 N60°49.00′ W156°11.00′ ETHAN	AKN VORTAC 001/124 N60°42.00′ W155°32.00′	AKN VORTAC 326/113 N60°30.00′ W157°57.00′	AKN VORTAC 326/113 N60°30.00′ W157°57.00′ AKN VORTAC 324/92 N60°10.00′ W157°48.00′ AKN VORTAC 355/98 N60°19.00′ W156°06.00′ AKN VORTAC 352/117 N60°39.00′ W156°13.00′	AKN VORTAC 327/60 N59°41.00′ W157°20.00′ AKN VORTAC 342/121 N60°44.00′ W156°54.00′ ANC VOR–DME 232/125 N60°37.00′ W154°20.00′				Anchorage ARCP–354 EXIT–354	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N60°30.00′ W159°00.00′ to N60°50.00′ W156°00.00′ to N60°53.00′ W154°28.00′ to N60°26.00′ W154°13.00′ to N59°30.00′ W158°00.00′ to N59°55.00′ W159°00.00′ to beginning.

REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.

AR722 (Northeast) **ALASKA**	CDB VORTAC 072/64 N55°20.00′ W160°55.00′	CDB VORTAC 073/67 N55°19.00′ W160°50.00′	CDB VORTAC 050/131 N56°11.00′ W159°17.00′	CDB VORTAC 050/131 N56°11.00′ W159°17.00′ CDB VORTAC 040/125 N56°27.00′ W159°43.00′ CDB VORTAC 047/75 N55°51.00′ W160°49.00′ CDB VORTAC 062/84 N55°35.00′ W160°23.00′	AKN VORTAC 198/142① N56°44.61′ W159°09.32′ KAYEF	a. 276.700 b. 263.900 c. 1–3–1 d. 4/1 e. 32/95 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL240/FL290 or as assigned by ATC	3 OSS/DOTS Elmendorf AFB, AK DSN 317–552–2406/ 5470 C907–552–2406/ 5470	Anchorage ARCP–317.5E EXIT–354E	As coordinated with ARTCC
(Southwest)	AKN VORTAC 198/142 N56°44.61′ W159°09.32′ KAYEF	CDB VORTAC 039/146 N56°41.00′ W159°15.00′	CDB VORTAC 047/75 N55°51.00′ W160°49.00′	CDB VORTAC 047/75 N55°51.00′ W160°49.00′ CDB VORTAC 062/84 N55°35.00′ W160°23.00′ CDB VORTAC 050/131 N56°11.00′ W159°17.00′ CDB VORTAC 040/125 N56°27.00′ W159°43.00′	CDB VORTAC 072/64① N55°20.00′ W160°55.00′				Anchorage ARCP–317.5W EXIT–317.5W	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N55°43.00′ W161°33.00′ to N56°56.00′ W159°28.00′ to N56°05.00′ W158°10.00′ to N55°05.00′ W160°34.00′ to beginning.

REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.
①Or as assigned by ATC

AR723 **ALASKA**	EDF TACAN 264/85 N61°35.44′ W152°38.02′ STOON MCG VORTAC 172/96 N61°23.01′ W156°14.64′ SLETE MCG VORTAC 134/44 N62°17.87′ W154°53.90′ CAROU	MCG VORTAC 128/84 N61°46.00′ W154°00.00′	MCG VORTAC 186/56 N62°06.00′ W156°28.00′	MCG VORTAC 186/56 N62°06.00′ W156°28.00′ MCG VORTAC 183/78 N61°45.00′ W156°39.00′ MCG VORTAC 148/88 N61°31.00′ W154°55.00′ MCG VORTAC 140/71 N61°51.00′ W154°43.00′	ANC VOR–DME 265/99 N61°40.00′ W153°29.00′ MCG VORTAC 172/96 N61°23.01′ W156°14.64′ SLETE MCG VORTAC 134/44① N62°17.87′ W154°53.90′ CAROU	a. 278.400 b. 263.900 c. 1–4–1 d. 5/1 e. 33/96 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL240/FL290 or as assigned by ATC	3 OSS/DOTS Elmendorf AFB, AK DSN 317–552–2406/ 5470 C907–552–2406/ 5470	Anchorage ARCP–317.5 EXIT–379.1	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N62°35.00′ W156°00.00′ to N61°53.00′ W153°21.00′ to N61°25.00′ W153°38.00′ to N61°23.00′ W156°24.00′ to N61°37.00′ W158°15.00′ to N61°52.00′ W158°06.00′ to beginning.

REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at lest 8 hours prior to mission brief time.

①Or as assigned by ATC

AR724 **ALASKA**	SQA VOR–DME N61°05.91′ W155°38.07′ MCG VORTAC 162/98 N61°19.00′ W155°39.00′ MCG VORTAC 172/96 N61°23.01′ W156°14.64′ SLETE	MCG VORTAC 162/98 N61°19.00′ W155°39.00′	MCG VORTAC 194/126 N61°10.00′ W157°57.00′	MCG VORTAC 194/126 N61°10.00′ W157°57.00′ MCG VORTAC 188/142 N60°50.00′ W157°51.00′ MCG VORTAC 171/123 N60°56.00′ W156°19.00′ MCG VORTAC 173/103 N61°16.00′ W156°20.00′	SQA VOR–DME N61°05.91′ W155°38.07′ MCG VORTAC 172/96 N61°23.01′ W156°14.64′ SLETE	a. 278.400 b. 263.900 c. 1–4–1 d. 5/1 e. 33/96 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL200/FL250 or as assigned by ATC	3 OSS/DOTS Elmendorf AFB, AK DSN 317–552–2406/ 5470 C907–552–2406/ 5470	Anchorage ARCP–317.5 EXIT–379.1	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N61°16.00′ W159°00.00′ to N61°37.00′ W158°15.00′ to N61°23.00′ W156°24.00′ to N61°24.00′ W155°10.00′ to N60°52.00′ W155°10.00′ to N60°50.00′ W156°00.00′ to N60°30.00′ W159°00.00′ to beginning.

REMARKS: Due to frequency conflicts, AR724 will not be scheduled for use when AR723 is being utilized. Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.

AR725 (Northwest) **ALASKA**	FAI VORTAC 282/60 N65°20.00′ W150°01.00′ ROJAM FAI VORTAC 292/89 N65°47.00′ W150°39.00′ LAREE BTT VOR–DME 225/38 N66°38.00′ W153°00.00′	BTT VOR–DME 169/97 N65°19.00′ W152°10.00′	BTT VOR–DME 209/109 N65°41.00′ W154°52.00′	BTT VOR–DME 209/109 N65°41.00′ W154°52.00′ BTT VOR–DME 205/127 N65°22.00′ W155°07.00′ BTT VOR–DME 182/115 N65°07.00′ W153°13.00′ BTT VOR–DME 182/95 N65°26.00′ W152°56.00′	GAL VOR–DME 036/40① N65°07.97′ W155°31.00′ RUBBY	a. 283.800 b. 263.900 c. 1–1–2 d. 6/1 e. 50/113 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL240/FL290 or as assigned by ATC	3 OSS/OSOS Elmendorf AFB, AK DSN 317–552–2406/ 1198 C907–552–2406/ 1198	Anchorage ARCP–284.7W EXIT–317.5W	As coordinated with ARTCC
(Southeast)	GAL VOR–DME 036/40 N65°07.97′ W155°31.00′ RUBBY	BTT VOR–DME 213/137 N65°29.00′ W155°55.00′	BTT VOR–DME 182/115 N65°07.00′ W153°13.00′	BTT VOR–DME 182/115 N65°07.00′ W153°13.00′ BTT VOR–DME 182/95 N65°26.00′ W152°56.00′ BTT VOR–DME 209/109 N65°41.00′ W154°52.00′ BTT VOR–DME 205/127 N65°22.00′ W155°07.00′	FAI VORTAC 282/60 N65°20.00′ W150°01.00′ ROJAM FAI VORTAC 292/89 N65°47.00′ W150°39.00′ LAREE BTT VOR–DME 225/38① N66°38.00′ W153°00.00′				Anchorage ARCP–317.5E EXIT–284.7E	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N66°53.00′ W156°00.00′ to N66°32.00′ W151°45.00′ to N65°20.00′ W150°00.00′ to N65°00.00′ W150°05.00′ to N64°58.00′ W155°19.00′ along 40NM arc GAL VOR–DME to N65°19.00′ W156°00.00′ to beginning.

REMARKS: Weather briefing support atgencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.
①Or as assigned by ATC

AR727 (Northwest) **ALASKA**	MCG VORTAC 066/79 N63°02.17′ W152°43.83′ BEVAN GAL VOR–DME 097/40 N64°27.67′ W155°22.24′ LATNA GAL VOR–DME 096/108 N63°59.29′ W153°00.83′ MINNA MCG VORTAC 058/33 N63°04.17′ W154°26.00′ VEDDA GAL VOR–DME 079/85 N64°33.27′ W153°30.68′ AMTEE	GAL VOR–DME 116/138 N63°07.00′ W153°04.00′	GAL VOR–DME 094/76 N64°15.00′ W154°04.00′	GAL VOR–DME 094/76 N64°15.00′ W154°04.00′ GAL VOR–DME 108/64 N64°07.00′ W154°46.00′ GAL VORTAC 122/111 N63°20.00′ W154°04.00′ GAL VOR–DME 112/119 N63°28.00′ W153°20.00′	MCG VORTAC 066/79 N63°02.17′ W152°43.83′ BEVAN GAL VOR–DME 097/40 N64°27.67′ W155°22.24′ LATNA GAL VOR–DME 096/108 N63°59.29′ W153°00.83′ MINNA MCG VORTAC 058/33 N63°04.17′ W154°26.00′ VEDDA GAL VOR–DME 079/85 N64°33.27′ W153°30.68′ AMTEE	a. 270.200 b. 263.900 c. 1–2–1 d. 3/1 e. 31/94 Top Rocc Primary 269.9 Secondary 364.2/126.2	FL240/FL290 or as assigned by ATC	3 OSS/OSOS Elmendorf AFB, AK DSN 317–552–2406/ 1198 C907–552–2406/ 1198	Anchorage ARCP–317.5W EXIT–317.5W	As coordinated with ARTCC

AR727 (Southeast)	MCG VORTAC 066/79 N63°02.17′ W152°43.83′ BEVAN GAL VOR–DME 097/40 N64°27.67′ W155°22.24′ LATNA GAL VOR–DME 096/108 N63°59.29′ W153°00.83′ MINNA MCG VORTAC 058/33 N63°04.17′ W154°26.00′ VEDDA GAL VOR–DME 079/85 N64°33.27′ W153°30.68′ AMTEE	GAL VOR–DME 095/47 N64°26.00′ W155°05.00′	GAL VOR–DME 122/111 N63°20.00′ W154°04.00′	GAL VOR–DME 122/111 N63°20.00′ W154°04.00′ GAL VOR–DME 112/119 N63°28.00′ W153°20.00′ GAL VOR–DME 094/76 N64°15.00′ W154°04.00′ GAL VOR–DME 108/64 N64°07.00′ W154°46.00′	MCG VORTAC 066/79 N63°02.17′ W152°43.83′ BEVAN GAL VOR–DME 097/40 N64°27.67′ W155°22.24′ LATNA GAL VOR–DME 096/108 N63°59.29′ W153°00.83′ MINNA MCG VORTAC 058/33 N63°04.17′ W154°26.00′ VEDDA GAL VOR–DME 079/85 N64°33.27′ W153°30.68′ AMTEE				Anchorage ARCP–317.5E EXIT–317.5E	As coordinated with ARTCC

ATC ASSIGNED AIRSPACE: N64°34.00′ W155°16.00′ to N64°33.00′ W153°00.00′ to N64°00.00′ W153°00.00′ to N63°12.00′ W151°31.00′ to N63°00.00′ W153°00.00′ to N63°00.00′ W154°20.00′ to N64°10.00′ W156°00.00′ along 40NM arc GAL VORTAC to beginning.

REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315–449–7924 at least 8 hours prior to mission brief time.

MILITARY AERIAL REFUELING TRACKS

Military Aircraft conduct refueling operations in Alaska below 10,000' MSL in VFR conditions on the routes listed below. A notice to airmen (AIRAD) will be issued at least 24 hours prior to the use of these routes. Refueling operations will be conducted about twice a month on each route for a maximum period of three hours. Only one HC-130 tanker and two HH-60 helicopters will engatge in refueling operations on any given route. Refueling aircraft may use Mode 3, Code 4000 for discrete IFF operations. HC-130 tanker will monitor 122.9 (Valley Traffic).

Routes - Name, Navaid, Radial. Distance

* Talkeetna One
TKA 190/15-90

Galena One
GAL 125/15-150

Kenai One
ENA 200/50-100

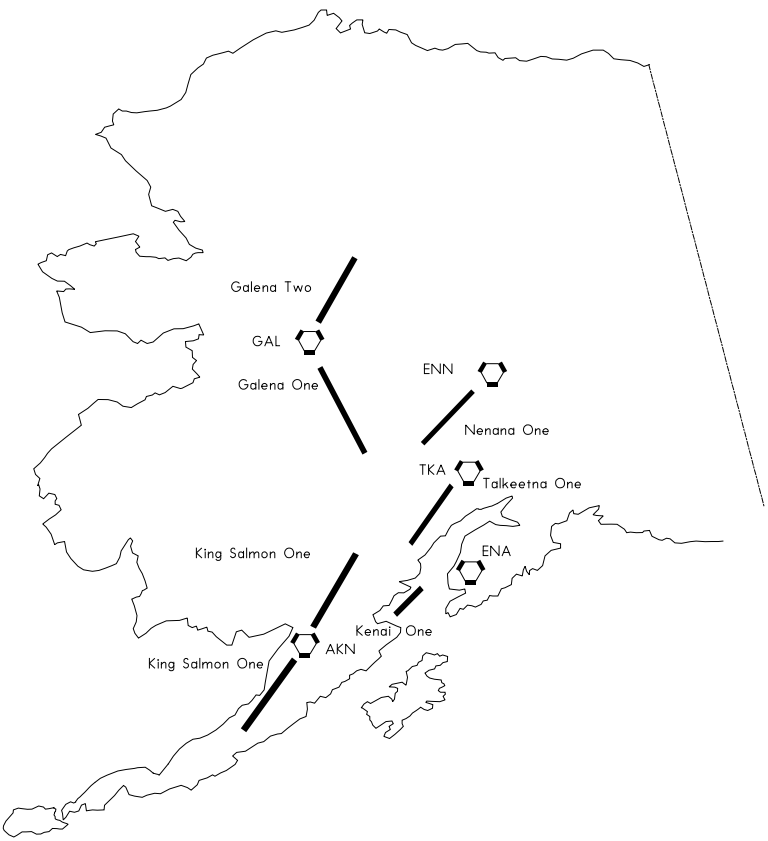
Galena Two
GAL 360/15-90

Nenana One
ENN 200/15-90

King Salmon One
AKN 180/15-90

King Salmon Two
AKN 360/15-90

*Talkeetna One Route will be utilized on a regular weekly basis between 1000-1500 and 1800-2300 hours local time on Monday through Friday.

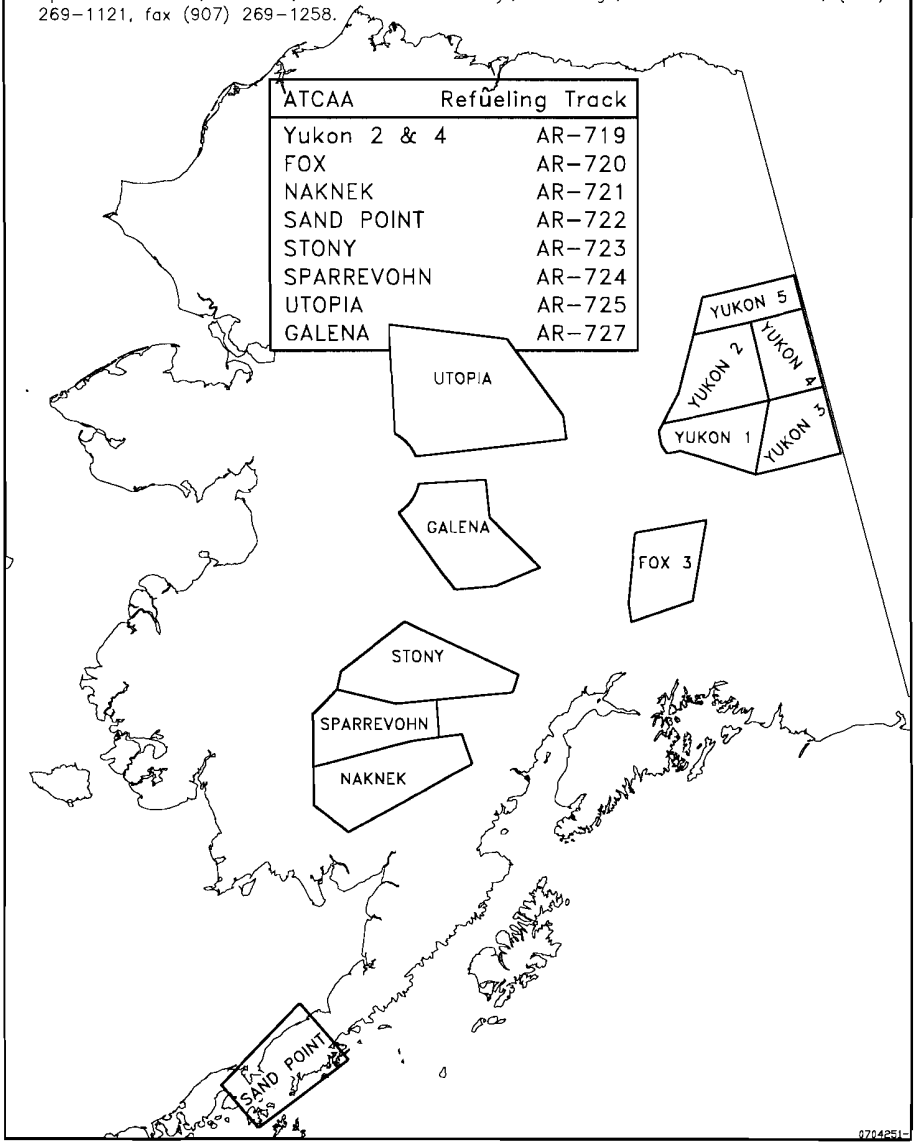


MILITARY AERIAL REFUELING ARSPACE

AIR TRAFFIC CONTROL ASSIGNED AIRSPACE (ATCAA)

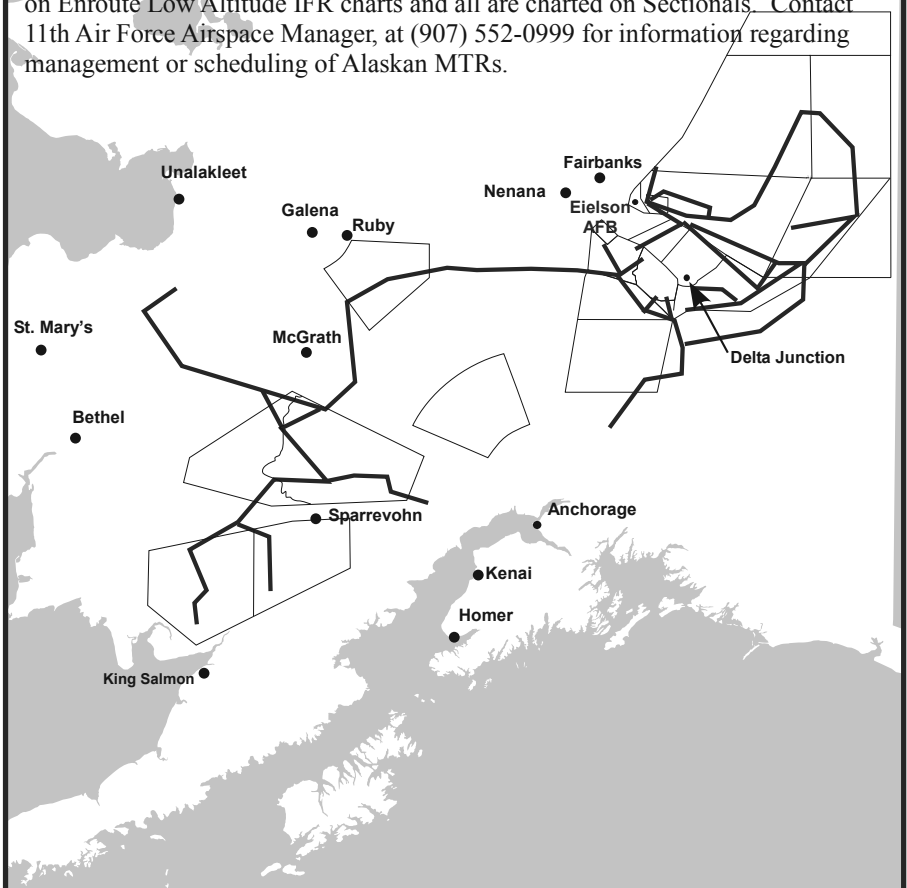
Military Aircraft conduct refueling operations in Alaska in the airspaces shown below, normally between FL 240 and FL 290, on an IFR flight plan ot assigned altitude(s). Refueling aircraft have right of way over other aircraft in accordance with FAR 91.113d(d). USN/USMC aircraft moy operate green anticollision light(s) identifying aircraft involved in aerial refueling operations. When displayed, these lights will be used in conjunction with standard position lights. It is recommended pilots contact the nearest Flight Service Station for the latest informatian concerning Military Aerial Refueling Airspace (ATCAA) areas/Air Traffic Control Assigned Airspace (ATCAA) areas. Comments may be directed to FAA Military Operations Branch, AAL-530, 700 N. Boniface Pkwy., Anchorage, Alaska 99506-1697, (907) 269-1121, fax (907) 269-1258.

ATCAA	Refueling Track
Yukon 2 & 4	AR-719
FOX	AR-720
NAKNEK	AR-721
SAND POINT	AR-722
STONY	AR-723
SPARREVOHN	AR-724
UTOPIA	AR-725
GALENA	AR-727



Alaskan Military Training Routes (IR & VR)

This graphic identifies IFR and VFR MTR ground tracks, and also includes Military Operations Areas & Restricted Areas. Operations on MTRs are conducted in accordance with instrument and visual flight rules, at speeds as high as 540Kts. Current information concerning the route use is available from the appropriate Flight Service Station within 100 miles of the route, by Anchorage Center, or the Special Use Airspace Information Service (see SUAIS page in this supplement for more information on interior routes near Eielson AFB). Most MTRs are charted on Enroute Low Altitude IFR charts and all are charted on Sectionals. Contact 11th Air Force Airspace Manager, at (907) 552-0999 for information regarding management or scheduling of Alaskan MTRs.



Not for Navigation - For Information Only

DISTANCES

METERS/FEET		
MTRS	FT/MTRS	FT
0.305	1	3.281
0.610	2	6.562
0.914	3	9.843
1.219	4	13.123
1.524	5	16.404
1.829	6	19.685
2.134	7	22.966
2.438	8	26.247
2.743	9	29.528
3.048	10	32.808
6.096	20	65.617
9.144	30	98.425
12.192	40	131.233
15.240	50	164.042
18.288	60	196.850
21.336	70	229.658
24.384	80	262.467
27.432	90	295.275
30.480	100	328.083
60.960	200	656.2
91.440	300	984.3
121.920	400	1312.3
152.400	500	1640.4
304.800	1000	3280.8
609.601	2000	6561.7
914.402	3000	9842.5
1219.202	4000	13123.3
1524.003	5000	16404.2

NAUTICAL MILES TO		
KM	NM	SM
0.185	0.1	0.115
0.370	0.2	0.230
0.556	0.3	0.345
0.741	0.4	0.460
0.926	0.5	0.575
1.111	0.6	0.690
1.296	0.7	0.806
1.482	0.8	0.921
1.667	0.9	1.036
1.85	1	1.15
3.70	2	2.30
5.56	3	3.45
7.41	4	4.60
9.26	5	5.75
11.11	6	6.90
12.96	7	8.06
14.82	8	9.21
16.67	9	10.36
18.52	10	11.51

NAUTICAL MILES TO		
KM	NM	SM
37.04	20	23.02
55.56	30	34.52
74.08	40	46.03
92.60	50	57.54
111.12	60	69.05
129.64	70	80.55
148.16	80	92.06
166.68	90	103.57
185.20	100	115.08
370.40	200	230.16
555.60	300	345.23
740.80	400	460.31
926.00	500	575.39
1111.20	600	690.47
1296.40	700	805.54
1481.60	800	920.62
1666.80	900	1035.70
1852.00	1000	1150.78

MTRS	NM
100	0.054
500	0.270
1000	0.540
2000	1.080
3000	1.620
4000	2.160

MTRS	NM
5000	2.700
6000	3.240
7000	3.780
8000	4.320
9000	4.860
10,000	5.399

MILLIBARS TO INCHES

mb	0	1	2	3	4	5	6	7	8	9
	INCHES									
940	27.76	27.79	27.82	27.85	27.88	27.91	27.94	27.96	27.99	28.02
950	28.05	28.08	28.11	28.14	28.17	28.20	28.23	28.26	28.29	28.32
960	28.35	28.38	28.41	28.44	28.47	28.50	28.53	28.56	28.59	28.61
970	28.64	28.67	28.70	28.73	28.76	28.79	28.82	28.85	28.88	28.91
980	28.94	28.97	29.00	29.03	29.06	29.09	29.12	29.15	29.18	29.21
990	29.23	29.26	29.29	29.32	29.35	29.38	29.41	29.44	29.47	29.50
1000	29.53	29.56	29.59	29.62	29.65	29.68	29.71	29.74	29.77	29.80
1010	29.83	29.85	29.88	29.91	29.94	29.97	30.00	30.03	30.06	30.09
1020	30.12	30.15	30.18	30.21	30.24	30.27	30.30	30.33	30.36	30.39
1030	30.42	30.45	30.47	30.50	30.53	30.56	30.59	30.62	30.65	30.68
1040	30.71	30.74	30.77	30.80	30.83	30.86	30.89	30.92	30.95	30.98
1050	31.01	31.04	31.07	31.10	31.12	31.15	31.18	31.21	31.24	31.27

TEMPERATURE SCALES IN DEGREES

°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F
-40	-40.0	-28	-18.4	-16	3.2	-4	24.8	8	46.4	20	68.0	32	89.6	44	111.2
-39	-38.2	-27	-16.6	-15	5.0	-3	26.6	9	48.2	21	69.8	33	91.4	45	113.0
-38	-36.4	-26	-14.8	-14	6.8	-2	28.4	10	50.0	22	71.6	34	93.2	46	114.8
-37	-34.6	-25	-13.0	-13	8.6	-1	30.2	11	51.8	23	73.4	35	95.0	47	116.6
-36	-32.8	-24	-11.2	-12	10.4	0	32.0	12	53.6	24	75.2	36	96.8	48	118.4
-35	-31.0	-23	-9.4	-11	12.2	1	33.8	13	55.4	25	77.0	37	98.6	49	120.2
-34	-29.2	-22	-7.6	-10	14.0	2	35.6	14	57.2	26	78.8	38	100.4	50	122.0
-33	-27.4	-21	-5.8	-9	15.8	3	37.4	15	59.0	27	80.6	39	102.2		
-32	-25.6	-20	-4.0	-8	17.6	4	39.2	16	60.8	28	82.4	40	104.0		
-31	-23.8	-19	-2.2	-7	19.4	5	41.0	17	62.6	29	84.2	41	105.8		
-30	-22.0	-18	-0.4	-6	21.2	6	42.8	18	64.4	30	86.0	42	107.6		
-29	-20.2	-17	1.4	-5	23.0	7	44.6	19	66.2	31	87.8	43	109.4		

Minutes to Tenths/Hour Conversion Table

Minutes			Tenths of an Hour
1	or	2	0
3	thru	8	.1
9	thru	14	.2
15	thru	20	.3
21	thru	26	.4
27	thru	33	.5
34	thru	39	.6
40	thru	45	.7
46	thru	51	.8
52	thru	57	.9
58	thru	60	Next Whole Hour

Julian Date Calendar
(Perpetual)

Day	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Day
1	1	32	60	91	121	152	182	213	244	274	305	335	1
2	2	33	61	92	122	153	183	214	245	275	306	336	2
3	3	34	62	93	123	154	184	215	246	276	307	337	3
4	4	35	63	94	124	155	185	216	247	277	308	338	4
5	5	36	64	95	125	156	186	217	248	278	309	339	5
6	6	37	65	96	126	157	187	218	249	279	310	340	6
7	7	38	66	97	127	158	188	219	250	280	311	341	7
8	8	39	67	98	128	159	189	220	251	281	312	342	8
9	9	40	68	99	129	160	190	221	252	282	313	343	9
10	10	41	69	100	130	161	191	222	253	283	314	344	10
11	11	42	70	101	131	162	192	223	254	284	315	345	11
12	12	43	71	102	132	163	193	224	255	285	316	346	12
13	13	44	72	103	133	164	194	225	256	286	317	347	13
14	14	45	73	104	134	165	195	226	257	287	318	348	14
15	15	46	74	105	135	166	196	227	258	288	319	349	15
16	16	47	75	106	136	167	197	228	259	289	320	350	16
17	17	48	76	107	137	168	198	229	260	290	321	351	17
18	18	49	77	108	138	169	199	230	261	291	322	352	18
19	19	50	78	109	139	170	200	231	262	292	323	353	19
20	20	51	79	110	140	171	201	232	263	293	324	354	20
21	21	52	80	111	141	172	202	233	264	294	325	355	21
22	22	53	81	112	142	173	203	234	265	295	326	356	22
23	23	54	82	113	143	174	204	235	266	296	327	357	23
24	24	55	83	114	144	175	205	236	267	297	328	358	24
25	25	56	84	115	145	176	206	237	268	298	329	359	25
26	26	57	85	116	146	177	207	238	269	299	330	360	26
27	27	58	86	117	147	178	208	239	270	300	331	361	27
28	28	59	87	118	148	179	209	240	271	301	332	362	28
29	29		88	119	149	180	210	241	172	302	333	363	29
30	30		89	120	150	181	211	242	273	303	334	364	30
31	31		90		151		212	243		304		365	31

Julian Date Calendar
(For Leap Years Only)

Day	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Day
1	1	32	61	92	122	153	183	214	245	275	306	336	1
2	2	33	62	93	123	154	184	215	246	276	307	337	2
3	3	34	63	94	124	155	185	216	247	277	308	338	3
4	4	35	64	95	125	156	186	217	248	278	309	339	4
5	5	36	65	96	126	157	187	218	249	279	310	340	5
6	6	37	66	97	127	158	188	219	250	280	311	341	6
7	7	38	67	98	128	159	189	220	251	281	312	342	7
8	8	39	68	99	129	160	190	221	252	282	313	343	8
9	9	40	69	100	130	161	191	222	253	283	314	344	9
10	10	41	70	101	131	162	192	223	254	284	315	345	10
11	11	42	71	102	132	163	193	224	255	285	316	346	11
12	12	43	72	103	133	164	194	225	256	286	317	347	12
13	13	44	73	104	134	165	195	226	257	287	318	348	13
14	14	45	74	105	135	166	196	227	258	288	319	349	14
15	15	46	75	106	136	167	197	228	259	289	320	350	15
16	16	47	76	107	137	168	198	229	260	290	321	351	16
17	17	48	77	108	138	169	199	230	261	291	322	352	17
18	18	49	78	109	139	170	200	231	262	292	323	353	18
19	19	50	79	110	140	171	201	232	263	293	324	354	19
20	20	51	80	111	141	172	202	233	264	294	325	355	20
21	21	52	81	112	142	173	203	234	265	295	326	356	21
22	22	53	82	113	143	174	204	235	266	296	327	357	22
23	23	54	83	114	144	175	205	236	267	297	328	358	23
24	24	55	84	115	145	176	206	237	268	298	329	359	24
25	25	56	85	116	146	177	207	238	269	299	330	360	25
26	26	57	86	117	147	178	208	239	270	300	331	361	26
27	27	58	87	118	148	179	209	240	271	301	332	362	27
28	28	59	88	119	149	180	210	241	172	302	333	363	28
29	29	60	89	120	150	181	211	242	273	303	334	364	29
30	30		90	121	151	182	212	243	274	304	335	365	30
31	31		91		152		213	244		305		366	31

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WEATHER/NOTAM PROCEDURES

Volcanic Eruptions in Alaska

Volcanic ash is a serious hazard to aviation in Alaska and throughout the North Pacific region. More than fifty historically active volcanoes (those that have erupted or had significant unrest since the mid-1700s) are located along an arc from the Wrangell Mountains east of Anchorage to Kiska Island in the Western Aleutians. On average, 1-2 Alaskan volcanoes per year have explosive, ash-producing eruptions. In addition, ash from 29 volcanoes in Kamchatka and 36 volcanoes in the Kurile Islands can also threaten air traffic over Alaska.

Notification of Volcanic Activity

As of January 2010, the Alaska Volcano Observatory (AVO) monitors earthquake activity at 27 volcanoes in Alaska (see graphic). Using these data, as well as information from satellites, ground observers, and pilot reports, AVO distributes announcements of eruptions and volcanic unrest via phone, fax, electronic mail, and the Internet directly to the FAA, the National Weather Service (NWS), the media, and the public.

The FAA collects and disseminates volcanic information received from various sources including, but not limited to, the AVO, NWS, and pilot reports. The FAA does not generate information pertaining to volcanic ash episodes, nor track or predict volcanic ash cloud movement. The FAA relies on the information provided by NWS, AVO, PIREPs, etc. for current and forecast conditions. The FAA will issue international NOTAMs signifying an increase in volcanic activity, including the aviation color code assigned by the Volcano Observatory responsible for monitoring the volcano, and indicating the presence of ash, if applicable. Additionally, they will issue a Temporary Flight Restriction (TFR) in the immediate vicinity of the volcano if it is determined that the event could endanger airborne aircraft and occupants.

Air Traffic Controllers will ensure that all aircraft operating in the effected area are aware of the most current information available concerning a volcanic eruption and any resultant ash dispersal. With pilot concurrence, they will suggest headings or reroutes around known ash or possible ash cloud locations. They will also assist VFR aircraft to the extent possible in avoiding known ash cloud locations. Additionally, they will solicit and disseminate all pertinent PIREP information related to the volcanic event for aircraft operating in and around the affected area.

The NWS provides the Alaskan aviation community with forecasts and warnings for volcanic ash in the atmosphere, including ashfall forecasts. They provide satellite imagery interpretations of ash plume boundaries, ash plume top measurements, ash plume movement from radar, forecasts and warnings for the location of volcanic ash in the atmosphere, and summaries of pilot reports containing volcanic ash information.

The Alaska Aviation Weather Unit (AAWU), as an international MWO (Meteorological Watch Office), issues volcanic eruption and volcanic ash SIGMETs. The SIGMET serves as the primary warning product to the aviation community of the hazard of volcanic ash and is updated every 6 hours or as needed. Additionally, the AWWU is the Volcanic Ash Advisory Center (VAAC) for the Anchorage FIR. In an ash event, they will issue a Volcanic Ash Advisory (VAA) which serves as guidance to the aviation, meteorological, and volcanological communities. A VAA contains information about the volcano, the eruptive event, the current aerial and vertical extent of ash, an 18-hour forecast of the ash hazard, and any other pertinent information.

The Center Weather Service Unit (CWSU) at Anchorage ARTCC monitors and interprets volcanic ash related data and warnings for Air Traffic Managers (ATM); and ensures all volcanic ash warnings and pilot reports (PIREP) are delivered to the appropriate ATMs, Supervisors, and Controllers. PIREPs may be disseminated long-line by the CWSU meteorologist to assist Anchorage ARTCC with Weather Coordinator responsibilities. The CWSU may issue Center Weather Advisories (CWAs) and volcanic Meteorological Impact Statements (MIS), including graphical products, containing information about eruptions and location of volcanic ash.

The Aviation Color Code

AVO uses a color-code system to summarize a volcano's status and hazard to aviation. A similar system is used for volcanoes in Kamchatka and the Kurile Islands.

AVIATION COLOR CODE (updated May 2008):

Color	Description
GREEN	Volcano is in a normal, non-eruptive state. Or, *after a change from a higher level,* Volcanic activity considered to have ceased and volcano reverted to its normal, non-eruptive state.
YELLOW	Volcano is exhibiting signs of elevated unrest above known background levels. *Or, after a change from a higher level,* Volcanic activity has decreased significantly but continues to be closely monitored for possible renewed increase.
ORANGE	Volcano is exhibiting heightened unrest with increased likelihood of eruption. *Or,* Volcanic eruption underway with no or minor ash emission.
RED	Eruption is forecast to be imminent with significant emmission of ash into the atmosphere likely *Or,* Eruption is underway with significant emission of ash into the atmosphere.

Pilot Reports of Volcanic Activity

Pilot reports of volcanic activity are of great assistance in detecting unrest at unmonitored volcanoes, accurately describing remote eruptions, and evaluating hazards to aviation. Flight crews are to report all volcanic activity immediately to ATC following procedures contained in the Aeronautical Information Manual (AIM). If possible, use the Volcanic Activity Reporting Form (VAR) depicted in Appendix 2 of the AIM and reproduced here following the map.

Contact Information

Alaska Volcano Observatory:

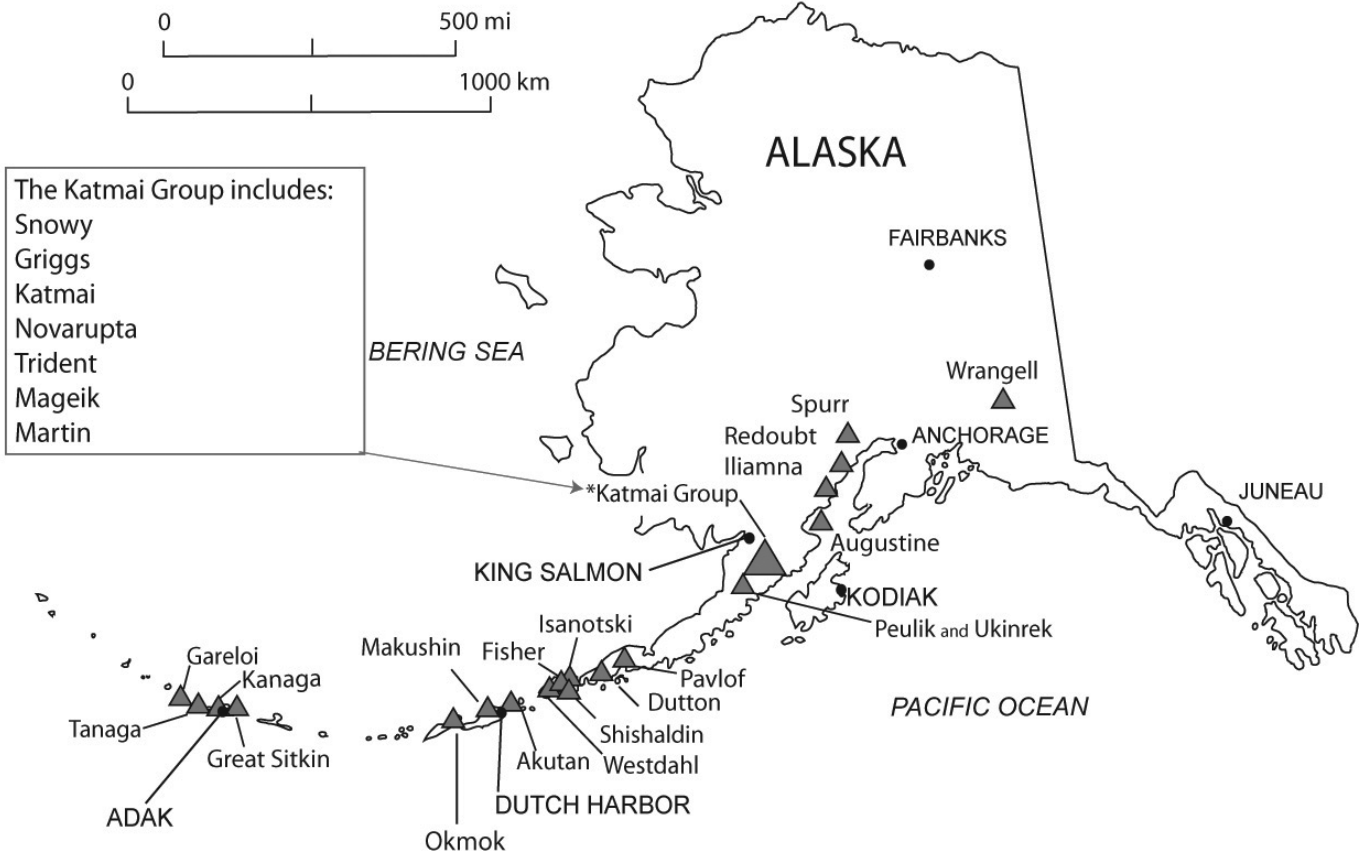
907–786–7497	(24–hour pager)
907–786–7478	(Recorded message of significant volcanic activity in Alaska)
Internet:	http://www.avo.alaska.edu

FAA (24–hour)

907–269–1103	Anchorage ARTCC Watch Supervisor
907–269–1108	Anchorage ARTCC Traffic Management Unit
Internet:	TFRs: http://trr.faa.gov/tfr2/list.jsp
	NOTAMs: https://www.notams.faa.gov/

NWS (24–hour)

907–266–5110	Alaska Aviation Weather Unit
907–338–1010	Center Weather Service Unit (located at Anchorage ARTCC)
Internet:	http://vaac.arh.noaa.gov


0
500 mi
0
1000 km
ALASKA
The Katmai Group includes:
Snowy
Griggs
Katmai
Novarupta
Trident
Mageik
Martin
FAIRBANKS
BERING SEA
Wrangell
Spurr
Redoubt
ANCHORAGE
Iliamna
*Katmai Group
JUNEAU
Augustine
KING SALMON
KODIAK
Peulik and Ukinrek
Isanotski
Makushin
Fisher
Pavlof
Dutton
PACIFIC OCEAN
Gareloi
Kanaga
Tanaga
Great Sitkin
Shishaldin
Akutan
Westdahl
ADAK
DUTCH HARBOR
Okmok

Volcanic Activity Reporting Form (VAR)

Date _____

SECTION 1 - Transmit to ATC via radio

1. Aircraft Identification	
2. Position	
3. Time (UTC)	
4. Flight level or altitude	
5. Position/location of volcanic activity or ash cloud	
6. Air Temperature	
7. Wind	
8. Supplementary Information (Brief description of activity including vertical and lateral extent of ash cloud, horizontal movement, rate of growth, etc., as available.)	

Mark the appropriate boxe(s).

SECTION 2 - Completed and forward as directed

9. Density of ash cloud	☐ wispy	☐ moderately dense	☐ very dense
10. Color of plume or cloud	☐ white ☐ black	☐ light gray	☐ dark gray
11. Eruption	☐ continuous	☐ intermittent	☐ not visible
12. Position of activity	☐ summit ☐ multiple	☐ side ☐ not observed	☐ single
13. Other observed features of eruption	☐ lightning ☐ ash fallout	☐ glow ☐ mushroom cloud	☐ large rocks ☐ none
14. Effect on aircraft	☐ communications ☐ pitot static ☐ none	☐ navigation system ☐ windscreen	☐ engines ☐ other windows
15. Other effects	☐ turbulence ☐ ash deposit	☐ St. Elmo's fire	☐ fumes
16. Other information deemed useful			

Forward completed form via mail to:
Global Volcanism Program
Smithsonian Institution
NHB-119
Washington, DC 20560

Fax to:
Global Volcanism Program
(202) 357-2476

I. TELEPHONE WEATHER/NOTAM BRIEFING PROCEDURE

A. Pilots clearing from a military location where military service is not locally available may obtain weather information by AUTOVON from the **nearest** facility listed below.

B. Pilots clearing from a non-military location may obtain military weather information by long distance telephone government collect, to the **nearest** facility listed below. Use the area code, telephone exchange, and base extension numbers listed. ANG and AFRES pilots departing their home station will obtain weather support as outlined in letter of agreement between their unit and the supporting AWS unit, as provided for by AF POLICY DIRECTIVE (AFPD) 15–1.

C. When talking to a military forecaster, give him the following information:

1. Name of person calling.
2. Aircraft identification and type of aircraft.
3. Departure point, destination, and alternate.
4. VFR or IFR, proposed altitude.
5. ETD, ETE, ETE to alternate.
6. Route.
7. Enroute stops if applicable (given in order with ETA's).

D. NOTAM information may be obtained from operations personnel at the same number.

II. WEATHER NOTAM ABBREVIATIONS

BERM - Snowbanks/s containing earth/gravel
DRFT - Snowbank/s caused by wind action
FRZN - Frozen
FRZN SLR - frozen slush on runway/s
IN - Inch/s
IR - ice on runway/s
LSR - loose snow on runway/s
OBSC - Obscured (partially obscured nor reported)
OVR - Over
PLW - Plow/ed
PSR - Packed snow on runway/s
PTCHY - Patchy (airport management judgement decision)
RUF - Rough
SIR - Packed or compacted snow and ice on runway/s
SLR - Slush on runway/s
SNBNK - Snowbank/s caused by plowing (window/s)
SND - Sand/ed
SNW - Snow
THN - Thin
WSR - Wet snow on runway/s
WTR - Water on runway/s

NOTE: Measurement. The depth is always expressed in terms of thin (less than ¼ inch), ¼ inch, ½ inch, and 1 inch. When 1 inch is reached, additional reports should be in multiples of 1 inch and the use of fractions discontinued. If a variable amount is reported, such as 3 to 5 inches, show the greater depth. When a snow depth of 35 inches is reached, addditional reports should be in multiples of feet only. If a report is halfway between two reportable values, round off to the next higher reportable value.

III. MILITARY WEATHER BRIEFING FACILITY LISTING

LOCATION	DSN	AREA CODE	COMMERCIAL NUMBER
Alaskan Wx OPS Cntr	317–552–2719/5199	907	552–2719/5199
Eielson AFB, Alaska	317-377-3140	907	337–3140
Elmendorf AFB, Alaska	317-552-4903/4397	907	552-4903/4397
McChord Fld (Joint Base Lewis–McChord), WA	976-6765	206	984-1910
Whidbey Island NAS, WA	820-2677/2676	206	257-2677/2676

IV. DND A/G WEATHER BROADCAST SERVICE

BROADCAST STATION	CW CALL SIGNS	EMISSION	TIME	AVIATION WEATHER REPORTS FOR:	CHART NO.
Edmonton	VXA	15035 kHz	(1200-2300Z)	VR — Vancouver	H-1, L-1
				QQ — Comox	H-1, L-1

V. PMSV PROCEDURES

Military pilots will make maximum use of ''Pilot to Metro Service'' (PMSV) when requesting or reporting enroute weather. The appropriate FAA facility will be notified before changing to PMSV and again upon returning to their facility. The radio call for PMSV is METRO, i.e. ''Elmendorf METRO this is AF 12345.'' Call-up on VHF frequencies will be requested through ''TOWER''. When requesting terminal weather, advise forecaster/observer of your ETA. For overseas flights, use USAF Global Command Control System Stations whenever possible.

PILOT TO METRO SERVICE

FACILITY	FREQ	REMARKS	CHART NO.
Alaska WX OPS Center (Elmendorf AFB), Alaska	344.6		H–1, L–3
Eielson AFB, Alaska	344.6		H-1, L-4
Elmendorf AFB, Alaska	344.6		H-1, L-3
McChord Fld (Joint Base Lewis–McChord), WA	342.5		H-1
Whidbey Island NAS, WA	344.6		H-1, L-1

VI. CAUTIONARY ITEMS

Items which are not considered of sufficient importance to preclude safe termination/departure of flight, but require a cautionary warning to the pilot will be issued through the local air traffic control facility.

NOTE: Enroute and alternate meteorological watch is the pilot's responsibility. Weather forecasts may be updated through military PMSV or latest weather reports obtained from FAA FSS. Local terminal (destination) meteorological watch is a joint responsibility of the pilot and destination operations. AWS forecasters provide meteorological advice to local operations officers who are responsible for notifying landing pilots of adverse weather conditions.

VII. PILOT WEATHER REPORTS (PIREPS) FORMAT

A. Pilots are urged to cooperate and volunteer reports of cloud tops, upper cloud layers, thunderstorms, ice, turbulence, strong winds, and other significant flight condition information. The PIREP should be transmitted to METRO, if possible, or to the ground control facility with which communication is established, i.e., FSS, ARTCC, ACC, etc. To further insure PIREP dissemination, Army pilots are encouraged to utilize and submit AE Form 1450 to destination weather facility.

B. The following procedures are applicable when making in-flight weather reports:

1. PILOT REPORTS WILL BE MADE UNDER THE FOLLOWING CONDITIONS:
   a. In-flight, when requested.
   b. When unusual and unforecast weather conditions are encountered.
   c. When weather conditions on an IFR approach differ from the latest observation.
   d. When a missed approach is executed due to weather.
   e. When a wind shear is encountered on departure or arrival.
2. PIREP FORMAT
   a. Locations of phenomena (station identifier, radial/DME and route segment)
   b. Time (UTC)
   c. Altitude (MSL)
   d. Type Aircraft
   e. Skycover (bases, tops, and amount)
   f. Air Temperature
   g. Wind
   h. Turbulence (see tables below)
   i. Icing (see tables below)
   j. Remarks
3. TURBULENCE REPORTING TABLES — REPORT THE TURBULENCE INTENSITY AND FREQUENCY.

a. INTENSITY	AIRCRAFT REACTION	REACTION INSIDE AIRCRAFT
LIGHT	LIGHT TURBULENCE: Turbulence that momentarily causes slight, erratic changes in altitude and/or attitude. LIGHT CHOP: Turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude.	Occupants may feel a slight strain against seat belts or shoulder straps. Unsecured objects may be displaced slightly. Food service may be conducted and little or no difficulty is encountered in walking.
MODERATE	MODERATE TURBULENCE: Turbulence that causes changes in altitude and/or attitude, but with the aircraft remaining in positive control at all times. It usually causes variations in indicated airspeed. MODERATE CHOP: Turbulence that causes rapid bumps or jolts without appreciable changes in aircraft altitude or attitude.	Occupants feel definite strains against seat belts or shoulder straps. Unsecured objects are dislodged. Food service and walking are difficult.

SEVERE	SEVERE TURBULENCE: Turbulence that causes large, abrupt changes in altitude and/or attitude. It usually causes large variations in indicated airspeed. Aircraft may be momentarily out of control.	Occupants are forced violently against seat belts or shoulder straps. Unsecured objects are tossed about. Food service and walking are impossible.
EXTREME	EXTREME TURBULENCE: Turbulence in which the aircraft is violently tossed about and is practically impossible to control. It may cause structural damage.	

b. FREQUENCY	DEFINITION
1. Occasional	Less than ⅓ of the time.
2. Intermittent	Occurring ⅓ to ⅔ of the time.
3. Continuous	Occurring more than ⅔ of the time.

Clear Air Turbulence: (CAT): High level turbulence (normally above 15,000 feet MSL) not associated with cumuliform clouds should be reported as CAT, preceded by the appropriate intensity. The success of the CAT Forecast Program depends heavily on CAT PIREPS.

4. AIRFRAME ICING REPORTING TABLES —REPORT ICING INTENSITY AND TYPE.

a. INTENSITY	ICE ACCUMULATION
TRACE	Ice becomes perceptible. Rate of accumulation slightly greater than rate of sublimation. It is not hazardous even though de-icing/anti-icing equipment is not used, unless encountered for an extended period of time (over one hour).
LIGHT	The rate of accumulation may create a problem if flight is prolonged in this environment (over one hour). Occasional use of de-icing/anti-icing equipment removes/prevents accumulation. It does not present a problem if the de-icing/anti-icing equipment is used.
MODERATE	The rate of accumulation is such that even short encounters become potentially hazardous and use of de-icing/anti-icing equipment or diversion is necessary.
SEVERE	The rate of accumulation is such that de-icing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.

b. TYPE	DEFINITION
RIME ICE	Rough, milky, opaque ice formed by the instantaneous freezing of small super cooled water droplets.
CLEAR ICE	Glossy, clear or translucent ice formed by the relatively slow freezing of large super cooled water droplets.
MIXED ICING	A mixture of clear and rime ice.

SEVERE WEATHER AVOIDANCE

1. Pilots should avoid flight in the vicinity of known or forecast severe weather such as thunderstorm activity, severe turbulence and hail.
2. Forward reports to ATC of any severe weather encountered giving nature, locations, route, altitude and intensity. These in-flight reports to controllers giving specific information can be of considerable value. Review Federal Aviation Regulation 91.183 pertaining to pilot reports.
3. To avoid a severe weather situation along the route, request such deviation from route/altitude as far in advance as possible.
4. In accordance with current procedures, controllers will provide information concerning severe weather echoes observed on their radar when deemed advisable and will, upon pilot request, provide vectors for avoidance whenever circumstances will permit. However, it is emphasized that pilots should not completely rely on air traffic controllers to provide this service at all times, particularly in terminal areas or in holding patterns. Due to limitations of ATC radar equipment and its location relative to the weather observed, the controllers capability to provide the service may be reduced.

WIND SHEAR PIREPS

Because unexpected changes in wind speed and directions can be hazardous to aircraft operations at low altitudes on approach to and departing from airports, pilots are urged to volunteer reports to controllers of wind shear conditions they encounter. An advance warning of this information will assist other pilots in avoiding or coping with a wind shear on approach or departure.

When describing conditions, use of the terms ''negative'' or ''positive'' wind shear should be avoided. PIREPs of ''negative wind shear on final,'' intended to describe loss of airspeed and lift, have been interpreted to mean that no wind shear was encountered. The recommended method for wind shear reporting is to state the loss/gain of airspeed and altitude/s at which it was encountered. Examples are: ''Denver Tower, Cessna 1234 encountered wind shear, loss of 20 knots at 400 feet,'' (''Tulsa Tower, American 721 encountered wind shear on final, gained 25 knots between 600 and 400 feet followed by loss of 40 knots between 400 feet and surface.'' Pilots who are not able to report wind shear in these specific terms are encouraged to make reports in terms of the effect upon their aircraft. For example: ''Miami Tower, Gulfstream 403 Charlie encountered an abrupt wind shear at 800 feet on final, max thrust required.'' Pilots using Inertia Navigation Systems should report the wind and altitude both above and below the shear layer.

INSTRUMENT DEPARTURES AT CIVIL AIRPORTS

1. STANDARD INSTRUMENT DEPARTURES (SIDS)

(Military Pilots Consult Appropriate Regulations)

a. A Standard Instrument Departure (SID) is an air traffic control coded departure routing which has been established at certain airports to simplify clearance delivery procedures.

b. Pilots of aircraft operating under Instrument Flight Rules (IFR) at airports for which SIDs have been published may be issued clearances whenever ATC determines it is appropriate.

c. SIDs are published by the U.S. Government.

d. Pilots of IFR aircraft who do not wish to use a SID may so indicate by inclusion of ''NO SID'' in the remarks section of their filed flight plan or by advising ATC ''NO SIDs'' at the time IFR departure clearance is requested.

e. Pilots of IFR civil non-air carrier aircraft who will accept a SID may so indicate by inclusion of the acronym 'SID' as the first routing item in their filed flight plan or by advising ATC 'HAVE SIDS' at the time IFR departure clearance is requested.

2. OBSTRUCTION CLEARANCE DURING DEPARTURE

a. IFR departure procedures have been established to assist the pilots conducting IFR flight in avoiding obstructions during climbout to minimum enroute altitude. These procedures are established only at locations where instrument approach procedures are published and when required due to obstructions.

b. These procedures may be a weather ceiling and visibility requirement due to obstructions close in to the airport, or detailed flight maneuvers particularly at locations in mountainous terrain. In many cases obstruction avoidance procedures are incorporated into established SIDs and the SID is referenced as the obstruction avoidance proceduce. In this case when a pilot desires to utilize the SID, it should be filed in the flight plan as the first item of the requested routing.

c. U.S. Government Instrument Approach Procedures are being converted to a new chart format (see Advisory Circular 90-1A). Instrument approach charts in the old format have takeoff minimums and departure procedures published on the chart. Procedures published under the revised format do not contain this information. Takeoff minimums are standard (see FAR 91.175 (f and g) unless the symbol ▼ is shown under the minimums box indicating that the separate listing should be consulted. The symbol ▼ is also used when an IFR departure procedure has been established. This listing is provided for each area instrument approach procedure book. (Below is an example of this listing.)

INSTRUMENT APPROACH PROCEDURES (CHARTS)

▼ IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums as follows:
(1) Aircraft having two engines or less — one statute mile. (2) Aircraft having more than two engines — one-half statute mile.
MILITARY USERS: Special IFR departure procedures, not published as Standard Instrument Departure (SIDs), and civil take-off minima are included below and are established to assist pilots in obstruction avoidance. Refer to appropriate service directives for take-off minimums.
Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist pilots conducting IFR flight in avoiding obstructions during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

NAME	TAKE-OFF MINIMUMS
BIG LAKE, AK	Rwys 6, 24, 200–1
FAIRBANKS INTL, AK	
IFR DEPARTURE PROCEDURE: W and N bound (190° CW 020°), Rwy 1L/R turn right, climb on 020° to 2000, Rwy 19L/R climb runway heading to 2000, thence climb via assigned route.	

d. Each pilot, prior to departing an airport on an IFR flight should consider the type of terrain and other obstructions on or in the vicinity of the departure airport and take the following action.

(1) Determine whether a departure procedure and/or Standard Instrument Departure (SID) is available for obstruction avoidance.

(2) Determine if obstruction avoidance can be maintained visually or that the departure procedure should be followed.

(3) At airports where instrument approach procedures have not been published, hence no published departure, procedure determine what action will be necessary and take such action that will assure a safe departure.

PILOT PROCEDURES WITH ARTC CENTERS.

1. RADAR ENVIRONMENT

a. Discontinue position reports when advised that your aircraft is in radar contact. Subsequent to being advised that the controller has established radar contact this fact will not be repeated to the pilot when he is handed off to another controller. Resume normal position reporting when ATC advises radar contact lost or radar service terminated.

b. When a radio frequency change is made use the following:

Anchorage Center (this is) Air Force 12345 at 17,000, over or

Anchorage Center (this is) Air Force 12345 at 17,000 descending to 10,000, over.

II. NON-RADAR ENVIRONMENT

A. Normal position reporting procedure, unless advised otherwise by Center.

B. INITIAL CONTACT PROCEDURES IN NON-RADAR ENVIRONMENT

1. When contact is to be followed by a position report, tell the controller your position, e.g.:
   a. Anchorage Center (this is) Air Force 12345, Big Lake, over.
2. When contact is to be made at a specific time or place and no position report is required, give estimate of next reporting point and altitude/flight level and the altitude/flight level to which you are descending or climbing, Examples:
   a. Anchorage Center (this is) Navy 54321, estimating Kenai four two, at FL 270.
   b. Anchorage (this is) Navy 54321, estimating Kenai four two, at nine thousand descending to five thousand.
3. A pilot unable to contact a facility on the frequency specified is responsible for initiating contact on another appropriate frequency or through the nearest FSS.

NOTE: ICAO procedures require the decimal point to be spoken as ''decimal'' and FAA-ATC will honor such usage by military aircraft.

NOTE: Words (this is) may be omitted if no confusion or misinterpretation will result.

AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) COMMUNICATIONS

1. NORMAL — Communications between ARTCC controllers and pilots of IFR aircraft will be conducted via direct controller-to-pilot communications channels using the appropriate ARTC SECTOR discrete frequency. Pilots will be advised of the frequency to be used and when a frequency change is required. Communications between ARTCC controllers and pilots of IFR aircraft that do not have in-flight tuning capability will be conducted by relay through the FSS.
2. EMERGENCY FREQUENCIES — Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since these frequencies are installed for center use at the local ARTC Center transmitting/receiving site only.
3. ADDITIONAL REPORTS

a. The following reports should be made to ATC or FSS facilities without a specific ATC request:

(1) **At all times:**

(a) When vacating any previously assigned altitude or flight level for a newly assigned altitude or flight level.

(b) When an altitude change will be made if operating on a clearance specifying VFR ON TOP.

(c) When **unable** to climb/descend at a rate of at least 500 feet per minute.

(d) When approach has been missed. (Request clearance for specific action; i.e., to alternative airport, another approach, etc.)

(e) Change in the average true airspeed (at cruising altitude) when it varies by 5 percent or 10 knots (whichever is greater) from that filed in the flight plan.

(f) The time and altitude or flight level upon reaching a holding fix or point to which cleared.

(g) When leaving any assigned holding fix or point.

NOTE.—The reports in subparagraphs (f) and (g) may be omitted by pilots of aircraft involved in instrument training at military terminal area facilities when radar service is being provided.

(h) Any loss, in controlled airspace, of VOR, TACAN, ADF, low frequency navigation receiver capability, complete or partial loss of ILS receiver capability or impairment of air/ground communications capability.

(i) Any information relating to the safety of flight.

(2) **When not in radar contact:**

(a) When leaving final approach fix inbound on final approach (non precision approach) or when leaving the outer marker or fix used in lieu of the outer marker inbound on final approach (precision approach).

(b) A corrected estimate at anytime it becomes apparent that an estimate as previously submitted is in error in excess of 3 minutes.

b. Pilots encountering weather conditions which have not been forecast, or hazardous conditions which have been forecast, are expected to forward a report of such weather to ATC. (See PARA—520 - PILOT WEATHER REPORTS (PIREPs) and FAR—91.183(b) and (c).)

CIRVIS REPORTS

1. CIRVIS (pronounced **SUR VEES**) reports are reports of information of vital importance to the security of the United States and Canada and their forces, which in opinion of the observer, require very urgent defensive and/or investigative action by the U.S. and/or Canadian Armed Forces.
2. CIRVIS reports should be transmitted in plain language, as soon as possible, to any available U.S. or Canadian military or civil air/ground communications facility. Reporting procedures will be similar to those used when transmitting position reports except the call will be preceded by the word CIRVIS spoken three times to clear the frequency(ies) over all other communications, except DISTRESS and URGENCY. If this fails to clear the frequency(ies), the International Urgency Signal ''XXX'' transmitted three time or ''PAN'' spoken three time will be employed.
3. Additional CIRVIS reports should be made if more information on the sighting becomes available. These should contain a reference to the original report.
4. A CANCELLATION report should be made in the event a previously reported sighting is positively identified as friendly or that it has been erroneously reported.
5. REPORT IMMEDIATELY BY RADIO:
   a. Hostile or unidentified single aircraft or formations of aircraft which appear to be directed against the United States, Canada or their forces.
   b. Missiles.
   c. Unidentified flying objects.
   d. Hostile or unidentified group(s) of military surface vessels.
   e. Hostile or unidentified submarines.
   f. Individual surface vessels, submarines, or aircraft of unconventional design, or engaged in suspicious activity or observed in an unusual location or on a course which may be interpreted as constituting a threat to the United States, Canada, or their forces.
   g. Any unexplained or unusual activity which may indicate a possible attack against or through the United States or Canada, including the presence of any unidentified or suspicious ground parties in the Polar region or other remote or sparsely populated areas.
6. UPON LANDING:
   a. Reports which for any reason could not be transmitted while airborne.
   b. Unlisted airfields, facilities, weather stations or air navigation aids.
   c. Post landing reports (to include as many photographs as are obtained).
7. DO NOT REPORT craft or aircraft in normal passage or known U.S. or Canadian military or government vessels (including submarines) and aircraft.

MEACONING —INTRUSION —JAMMING AND INTERFERENCE (MIJI) PROCEDURES

1. Each operator of electromagnetic equipment is responsible for reporting MIJI incidents.
   The following perishable information should be recorded at the time of the incident:
   a. True course, ground speed and altitude (MSL).
   b. Weather conditions.
   c. Date/Time (Z)/Coordinates MIJI began.
   d. Date/Time (Z)/Coordinates MIJI most effective.
   e. Date/Time (Z)/Coordinates MIJI ended.
   f. Bearing(s) to MIJI source with corresponding times (Z) and victim coordinates.
   g. Frequency(ies) affected.
   h. Call signs/audio characteristics/scope presentations, etc noted.
2. MIJI reports may be transmitted in flight if a secure communications mode is available; otherwise, report should be delayed until it can be transmitted via secure means. Refer to ''FLIP'' General Planning (GP) Chapter (2) and (5) for additional information.

TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS

The current frequency for obtaining traffic advisory information at non–tower airports in Alaska is listed as the Common Traffic Advisory Frequency (CTAF) under the name of each airport in the Airport/Facility Directory section of the Alaska Supplement. Procedures for obtaining traffic information on the CTAF are as follows:

1. AIRPORT ADVISORY SERVICE AIRPORTS.

Flight Service Stations located at airports where there are no control towers in operation provide advisory information to arriving and departing aircraft on the CTAF. Traffic control is not provided. Airport advisories provide: wind direction (magnetic) and velocity, favored or designated runway, altimeter setting, known traffic (CAUTION: all aircraft in the airport vicinity may not be communicating with the FSS), notices to airmen, airport taxi routes, airport traffic patterns, and instrument approach procedures. Pilots using other than the favored or designated runways should advise the FSS immediately.

DEPARTING: When ready to taxi, the pilot should notify the station of the aircraft identification and type, location, type of flight planned (VFR or IFR), and destination. Report departure time as soon as practicable.

ARRIVING: When operating VFR, the pilot should transmit position and altitude information to the FSS when 15 miles from the airport. When operating IFR, provide this information when the controller advises. ''Contact (location name) radio on (frequency)''. Notify the FSS when leaving the runway.

2. NON-FSS AIRPORTS WHERE THE UNICOM OPERATOR OR MILITARY UNIT PROVIDES ADVISORY INFORMATION ON THE CTAF FREQUENCY.

DEPARTING: Monitor the CTAF as appropriate while taxiing and report on the CTAF before taking the runway for takeoff. The UNICOM/MILITARY operator normally provides runway, wind and at his discretion, traffic information.

ARRIVING: Call for runway in use, on the appropriate CTAF, when approximately 10 miles from the airport. If IFR, change to the CTAF when the controller advises ''change to advisory frequency approved''. Listen for other aircraft on the frequency. When entering downwind and final, inform the UNICOM/MILITARY operator of your position, altitude and intentions.

3. BLIND BROADCASTS OF POSITION OR INTENTIONS.

If there is no operating tower, operating FSS, or UNICOM/MILITARY, or when unable to communicate with an FSS on the CTAF or UNICOM/MILITARY operator: a. Blind–broadcast your intentions and position using the appropriate CTAF within 10 miles of the airport. b. Listen for other aircraft who may be broadcasting in the blind. (CAUTION: all aircraft may not be complying with the recommended blind–broadcast procedures).

a. Recommended Blind Broadcast Phraseologies—

(1) Inbound

Example:

STRAWN TRAFFIC, APACHE TWO TWO FIVE ZULU, ENTERING DOWNWIND FOR RUNWAY ONE SEVEN STRAWN.

(2) Outbound

Example:

STRAWN TRAFFIC, QUEENAIRE SEVEN ONE FIVE BRAVO DEPARTING RUNWAY TWO SIX STRAWN.

4. AERONAUTICAL ADVISORY STATIONS (UNICOM)

a. UNICOM is a nongovernment air/ground radio communication facility which may provide airport advisory services at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

b. On pilot request UNICOM stations located at no tower/no FSS airports may provide pilots with weather information, wind direction, the runway the wind favors, and other necessary information.

c. In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions and location in the traffic pattern and enhance safety of flight:

1. Select the correct UNICOM frequency.
2. Call for runway in use approximately 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.
3. State the identification of the UNICOM station you are calling in each transmission.
4. Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.
5. Speak slowly and distinctly.
6. To the extent practicable, confine your conversation to operational matters.
7. UNICOM frequencies assigned to uncontrolled airports should not be used for air-to-air communications.

d. Recommended UNICOM Phraseologies:

(1) Inbound

Example:

FREDERICK UNICOM CESSNA 123 REQUEST AIRPORT ADVISORY.

FREDERICK UNICOM CESSNA 123 ENTERING DOWNWIND/FINAL FOR RUNWAY ONE NINE.

(2) Outbound

Example:

FREDERICK UNICOM CESSNA 123 DEPARTING RUNWAY ONE NINE.

PILOT VIP NOTIFICATION PROCEDURES (USAF AND NAVY INSTALLATIONS ONLY)

It is the responsibility of each Aircraft Commander transporting VIPs to insure that flight plans reflect high rank on board and follow up reporting is made approximately 15 min to 30 min prior to arrival at destination base. Follow up action is essential to preclude any embarrassment to the VIP, the Station Commander or the Aircraft Commander himself. When available Pilot to Dispatcher or Command Post radios should be used.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

ATIS frequencies are incorporated on individual FLIP Terminal Instrument Approach Procedures, Enroute Charts and airport listings in the Enroute Supplement. Where this service is available, listing will be found on the WEATHER DATA SOURCES line, e.g., (ATIS 108.5). Pilots will be expected to listen to ATIS broadcasts where in operation to obtain essential, but routine, terminal information. The following procedures apply:

A. ATIS broadcasts are recorded and the pilot should notify controllers that he has received the broadcast by repeating the alphabetical code word appended to the broadcast. Example: ''INFORMATION ECHO RECEIVED''.

B. When the pilot acknowledges that he has received the ATIS broadcast, controllers may omit those items contained on the broadcast if they are current. Rapidly changing conditions will be issued by Air Traffic Control and the ATIS will contain words as follows:

''LATEST CEILING/VISIBILITY/ALTIMETER/WIND/(OTHER CONDITIONS)
WILL BE ISSUED BY APPROACH CONTROL/TOWER.''

C. The absence of a sky condition and/or visibility on ATIS indicates a ceiling of 5000 feet or above and visibility of 5 miles or more. A remark may be made on the broadcast, ''The weather is better than 5000 and 5,'' or the existing weather may be broadcast.

D. Controllers will automatically issue pertinent information to pilots who do not acknowledge receipt of the ATIS broadcast or who acknowledge receipt of a broadcast which is not current.

ALTIMETER SETTINGS

1. The cruising altitude or flight level of aircraft shall be maintained by reference to an altimeter which shall be set:

a. **Below 18,000′ MSL** — to the current reported altimeter setting along the route of flight or, in the case of an aircraft having no radio, to the altimeter setting of the airport of departure.

b. **At or above 18,000′ MSL** (FL 180) — 29.92 Hg (standard setting).

VFR pilots will add an adjustment factor to their Flight Level*, as a safety measure for terrain clearance, when lower altimeter settings are reported:

ALTIMETER SETTING (Current Reported)	LOWEST USABLE FLIGHT LEVEL	ADJUSTMENT FACTOR
29.92 or higher	180	None
29.91 to 29.42	185	500 feet
29.41 to 28.92	190	1000 feet
28.91 to 28.42	195	1500 feet
28.41 to 27.92	200	2000 feet
27.91 to 27.42	205	2500 feet
27.41 to 26.92	210	3000 feet

EXAMPLE: Altimeter setting 29.41, change must be made no lower than FL 190.

c. **Climbing** — Change to 29.92 Hg upon reaching 18,000′ MSL.

d. **Descending** — Changes to local altimeter setting prior to reaching lowest usable flight level and in all cases, prior to reaching FL 180.

2. The above procedures are effective within the Alaska Airspace and are to be applied for Air Traffic Control purposes within the following navigable airspace:

a. Within 100 NM either side of a line extending from Eareckson AFS through Adak Naval Station Airport, Nikolski Airport, and Cold Bay Airport to a point at 56°20′N, 160°00′W, including that area to the south of Cold Bay bounded by a line beginning at 53°30′ N, 160°00′W to 54°00′N, 164°00′W.

b. Between the coastline of Alaska and the inshore boundaries of the respective oceanic flight information regions. All other over water flts will use the standard sea level pressure ONE (29.92″ Hg) altimeter setting to within 100 NM of land fall.

Low temperature error: ''Extreme low temperatures'' will cause serious errors in indicated altitude. It is suggested that the next higher altitude than normal, appropriate to direction of flight, be requested on routes with minimum enroute altitudes greater than 5000′ .

On a route 13,000′ temperature — 40°F, aircraft may be 1500′ lower than indicated altitude.

On a route 10,000′ temperature — 30°F, aircraft may be 1000′ lower than indicated altitude.

High Barometric Pressure—

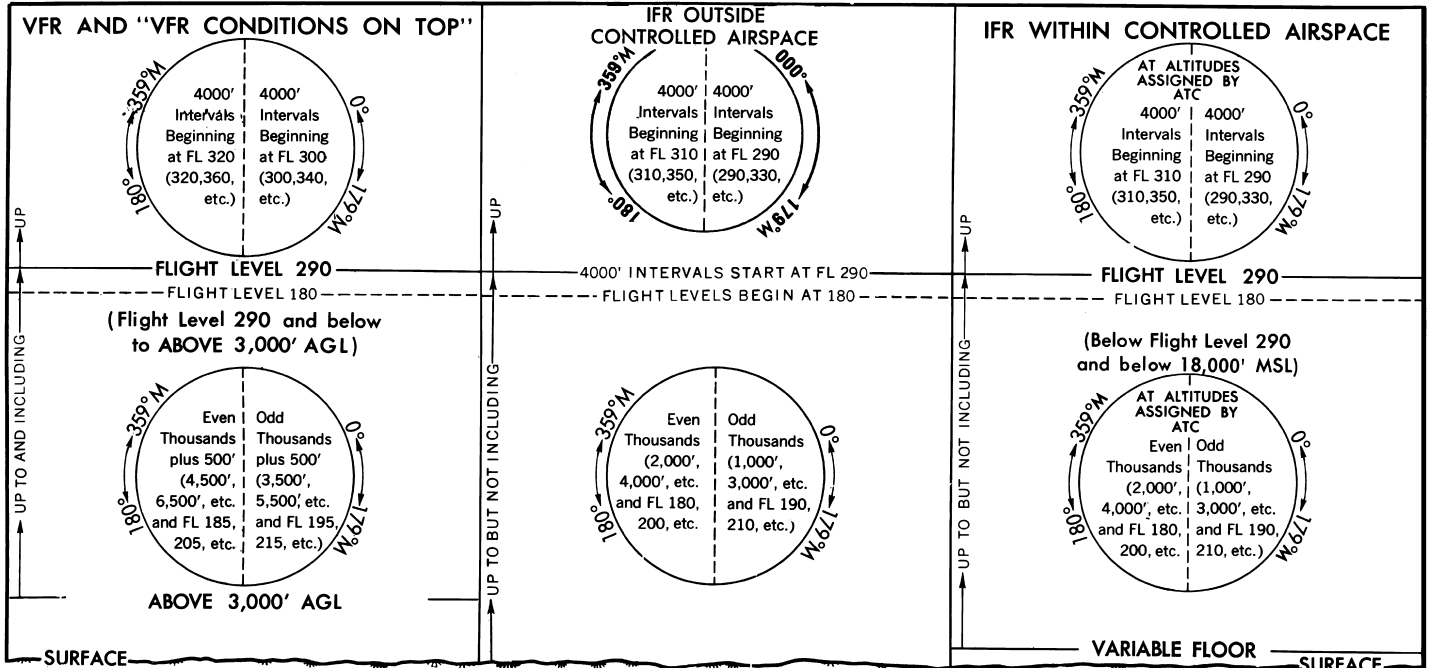
a. Cold, dry air masses may produce barometric pressures in excess of 31.00 inches of Mercury. Most altimeters do not have an accurate means of being adjusted for altimeter settings of these levels.

b. The altimeter setting announced by air traffic controllers will be 31.00 inches of Mercury (Three One Zero Zero) when the barometric pressure equals or exceeds that value. Actual barometric pressure will be provided upon request.

c. The altimeter error caused by the high pressure will be in the opposite direction to the error caused by the cold temperature.

*VFR hemispheric Cruising Altitude or Flight Level (See FAR 91.159).

CRUISING ALTITUDE DIAGRAMS



AIRPORT TRAFFIC CONTROL LIGHT SIGNALS

Aircraft without radio equipment should observe the tower for light signals. Acknowledge signals in the daytime by movement of ailerons or rudder on the ground and by rocking wings in the air. Acknowledge signals at night by flashing aircraft lights. Signals from an airport traffic control light gun have the following meanings:

Color and Type of Signal	On the Ground	In Flight
STEADY GREEN	Clear for take-off	Cleared to land.
FLASHING GREEN	Cleared to Taxi	Return for landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway) in use.	Airport unsafe—do not land
FLASHING WHITE	Return to starting point on airport	
ALTERNATING RED and GREEN	General Warning Signal — Exercise Extreme Caution	
RED PYROTECHNICAL LIGHT		Not withstanding any previous instructions. Do not land for the time being.

USAF RADAR ASSISTANCE SERVICE

Radar Assistance Service is designed to assist aircraft in flight to avoid areas of potentially hazardous conditions such as weather, anti-aircraft artillery zones, restricted areas, warning areas, etc. This service does not provide for routine navigational assistance, the relay of normal position reports, or general air traffic information.

1. PROCEDURES.

a. A pilot will request Radar Assistance Service through use of the term ''Radar Assistance'' using the following radio frequencies:

Military Aircraft — 364.2 126.2 (236.6 for Northern DEW stations).
Civil Aircraft — 126.2 Northern DEW stations and Alaska ACW radar stations.

Example: ''Radar Assistance'' THIS IS (Identification, Position, Heading), IFR/VFR FLIGHT PLAN, OVER. Thereafter the pilot will use the call sign of the radar unit which responds.

b. Whenever airborne equipment permits, the pilot on an IFR flight plan will continue to guard the normal en route ATC frequency while in contact with the radar unit. When this is possible, it will not be necessary for the pilot to advise the ATC guard station that he is about to contact the radar unit for advisory service.

c. If it is necessary to leave the normal enroute ATC frequency in order to contact the radar unit, the pilot on an IFR flight plan will request permission (direct or via appropriate communications station) from the Air Route Traffic Control Center (ARTCC) to leave the ATC frequency.

d. The pilot should immediately return to the normal enroute frequency and report when:

(1) The procedural word ''Unable'' (used by radar units when assistance service cannot be furnished for any reason) is received from the radar station. The receipt of this word will be final and no further explanation will be required.

(2) Radio contact with the radar unit is lost.

(3) Notified by the radar unit that radar contact has been lost.

(4) The assistance service is completed.

e. Radar assistance information to a pilot is advisory only and does not relieve the pilot of his responsibility to see and avoid other aircraft. Radar detected traffic and weather advisories are provided only as an aid and no control or responsibility will be assumed by the USAF or its operating agents. Pilots are reminded that the surveillance radar utilized does not provide altitude information and may not display all aircraft.

SPECIAL VISUAL FLIGHT RULES

Federal Aviation Regulations impose restrictions and establish priorities with respect to the conduct of Special VFR operations. Basically, the new rules prohibit Fixed Wing Special VFR (FW/SVFR) operations in specified CLASS D/CLASS E airspace and the preamble establishes the policy that IFR Aircraft will be given priority over FW/SVFR aircraft in all other CLASS D/CLASS E airspace. Helicopter special VFR operations are not affected by these changes. FW/SVFR shall be applied as follows:

1. USAF: USAF fixed wing aircraft are not permitted to operate under special VFR conditions within CLASS D/CLASS E airspace.

2. U. S. NAVY, U. S. ARMY AND CIVIL: Where a person has received an appropriate ATC clearance, FAR Part 91.157 permits special VFR operations for fixed wing aircraft within CLASS D/CLASS E airspace with weather minima of 1 mile visibility and clear of clouds. However, special VFR operations for fixed wing aircraft are prohibited at Seattle, Wash. (Seattle-Tacoma Intl Airport) in accordance with FAR Part 91 Appendix D. Special VFR is authorized on PILOT REQUEST ONLY.

VFR ADVISORY INFORMATION

VFR advisory information is provided by numerous radar and non-radar approach control facilities to those pilots intending to land at an airport served by an Approach Control tower. This information includes: wind, runway, traffic and NOTAM information.

Such information will be furnished upon initial contact with concerned approach control facility. The pilot will be requested to change to the tower frequency at a pre-determined time or point, to receive further landing information.

Where available, use of this procedure will not hinder the operation of VFR flights by requiring excessive spacing between aircraft or devious routing. Radio contact points will be based on time or distance rather than on landmarks.

1. Radar Traffic Information Service —When VFR advisory information is provided by approach control facilities, pilots are advised of information on any aircraft observed on the radar scope which, in the judgment of the controller, appears to constitute a potential conflict to the operation of their aircraft.

a. Purpose of the Service —RADAR TRAFFIC INFORMATION SERVICE IS NOT INTENDED TO RELIEVE THE PILOT OF HIS RESPONSIBILITY FOR CONTINUAL VIGILANCE TO SEE AND AVOID OTHER AIRCRAFT. IT IS PROVIDED TO AID HIM IN HIS VISUAL SURVEILLANCE BY CALLING TO HIS ATTENTION A SPECIFIC DIRECTION IN WHICH RADAR INDICATES POSSIBLE CONFLICTING TRAFFIC TO EXIST. PILOTS ARE REMINDED THAT THE SURVEILLANCE RADAR UTILIZED BY THE CONTROLLER DOES NOT PROVIDE ALTITUDE INFORMATION AND MAY NOT DISPLAY ALL AIRCRAFT.

b. Provision of the Service —The provision of this service is not mandatory. Many factors (such as limitations of the radar, volume of traffic, controller workload and communications frequency congestion) could prevent the controller from providing this service. The controller possesses complete discretion for determining whether he is able to provide or continue to provide this service in a specific case. His reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot. In other words, the provision of this service is entirely dependent upon whether the controller believes he is in a position to provide it. Subject to the foregoing limitations:

(1) Traffic information is routinely provided to all aircraft operating on IFR flight plans except when the pilot advises he does not desire the service.

(2) Traffic information may be provided for flights not operating on IFR flight plans when requested by pilots of such flights. NOTE: Participation by VFR pilots in formal programs implemented at certain terminal locations (see Special Notices) constitutes pilot request. This also applies to participating pilots at those locations where arriving VFR flights are encouraged to make their first contact with the tower on the approach control frequency.

c. Issuance of Traffic Information —Traffic information will include the following concerning the ''target'' constituting traffic.

(1) Azimuth from the aircraft, in terms of the twelve hour clock;

(2) Distance from the aircraft in nautical miles; and

(3) Direction in which the ''target'' is proceeding.

(4) Relative movement.

Example: ''Traffic 10 o'clock, 3 miles, Westbound/diverging.''

The pilot may, upon receipt of traffic information, request a vector (heading) to avoid such traffic. The vector will be provided to the extent possible as determined by the controller.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS)

1. GENERAL

a. Air Traffic Control Radar Beacon System (ATCRBS) is similar to and compatible with military coded radar beacon equipment. Civil Mode A is identical to military Mode 3.

b. Civil and military transponders should be adjusted to the ''on'' or normal operating position as late as practicable prior to takeoff and to ''off'' or ''standby'' as soon as practicable after completing landing roll unless the change to ''standby'' has been accomplished previously at the request of ATC. IN ALL CASES, WHETHER VFR OR IFR, THE TRANSPONDER SHOULD BE OPERATING WHILE AIRBORNE UNLESS OTHERWISE REQUESTED BY ATC.

c. If entering a U.S. domestic control area from outside the U.S., the pilot should advise on first radio contact with a U.S. radar air traffic control facility that such equipment is available by adding ''transponder'' to the aircraft identification.

d. It should be noted by all users of the ATC Transponders that the coverage they can expect is limited to ''line of sight.'' Low altitude or aircraft antenna shielding by the aircraft itself may result in reduced range. Range can be improved by climbing to a higher altitude. It may be possible to minimize antenna shielding by locating the antenna where dead spots are only noticed during abnormal flight atitudes.

e. For ATC to utilize one or a combination of the 4096 discrete codes FOUR DIGIT CODE DESIGNATION will be used. e.g., code 2100 will be expressed as TWO ONE ZERO ZERO.

f. Pilots should be particularly sure to abide by the provisions of subparagraph b above. Additionally, due to the operational characteristics of the rapidly expanding automated air traffic control system. THE LAST TWO DIGITS OF THE SELECTED TRANSPONDER CODE SHOULD ALWAYS READ '00' UNLESS SPECIFICALLY REQUESTED BY ATC TO BE OTHERWISE.

g. Some transponders are equipped with a Mode C automatic altitude reporting capability. This system converts aircraft altitude in 100 foot increments, to coded digital information which is transmitted together with MODE C framing pulses to the interrogating radar facility. The manner in which transponder panels are designed differs, therefore, a pilot should be thoroughly familiar with the operation of his transponder so that ATC may realize its full capabilities.

h. Adjust transponder to reply on the Mode A/3 code specified by ATC and, if equipped, to reply on Mode C with altitude reporting capability activated unless deactivation is directed by ATC or unless the installed aircraft equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required by ATC, turn off the altitude reporting feature of your transponder. An instruction by ATC to ''STOP ALTITUDE SQUAWK, ALTITUDE DIFFERS (number of feet) FEET,'' may be an indication that your transponder is transmitting incorrect altitude information or that you have an incorrect altimeter setting. While an incorrect altimeter setting has no effect on the Mode C altitude information transmitted by your transponder (transponders are preset at 29.92), it would cause you to fly at an actual altitude different from your assigned altitude. When a controller indicates that an altitude readout is invalid, the pilot should initiate a check to verify that the aircraft altimeter is set correctly.

i. Pilots of aircraft with operating Mode C altitude reporting transponders should report exact altitude/flight level to the nearest hundred foot increment when establishing initial contact with an air traffic control facility. Exact altitude/flight level reports on initial contact provide air traffic control with information that is required prior to using Mode C altitude information for separation purposes. This will significantly reduce altitude verification requests.

j. The transponder shall be operated only as specified by ATC. Activate the ''IDENT'' feature only upon request of the ATC controller.

k. Under no circumstances should a pilot of a civil aircraft operate the transponder on Code 0000. This code is reserved for military interceptor operations.

l. Military pilots operating VFR or IFR within restricted/warning areas should adjust their transponders to Code 4000 unless another code has been assigned by ATC.

m. When making routine code changes, pilots should avoid inadvertent selection of codes 7500, 7600 or 7700 thereby causing momentary false alarms at automated ground facilities. For example, when switching from code 2700 to code 7200, switch first to 2200 then 7200, NOT to 7700 and then 7200. This procedure applies to nondiscrete code 7500 and all discrete codes in the 7600 and 7700 series (i.e., 7600-7677, 7700-7777) which will trigger special indicators in automated facilities. Only nondiscrete code 7500 will be decoded as the hijack code. An aircraft's transponder code (when available) is utilized to enhance the tracking capabilities of the ATC facility, therefore, pilots should not turn the transponder to standby when making routine code changes.

n. New Transponder and Mode C requirements for aircraft flying above 12,500′ and below 18,000′ MSL went into effect July 1, 1975. Refer to FAR 91.215 for specific details concerning requirements, exceptions and ATC authorized deviations. In general, the FAR requires aircraft to be equipped with Mode A/3 (4096 codes) and Mode C altitude reporting capability when operating in controlled airspace of the 48 contiguous States and the District of Columbia above 12,500′ MSL, excluding airspace at and below 2500′ AGL. Pilots should insure that their aircraft transponder is operating on an appropriate or ATC assigned VFR/IFR code and Mode C when operating in such airspace. If in doubt about the operational status or either feature of your transponder while airborne, contact the nearest ATC facility of Flight Service Station and they will advise you what facility you should contact for determining the status of your equipment. Inflight requests for ''immediate'' deviation may be approved by controllers only when the flight will continue IFR or when weather conditions prevent VFR descent and continued VFR flight in airspace not affected by the FAR. All other requests for deviation should be made by contacting the nearest Flight Service/Air Traffic facility in person or by telephone. The nearest ARTC Center will normally be the controlling agency and is responsible for coordinating requests involving deviation in other ARTCC areas. (Note: CLASS A and CLASS B airspace deviation requests are handled as they have been in the past.

o. Pilots should be aware that proper application of these procedures will provide both VFR and IFR aircraft with a higher degree of safety in the environment where high-speed closure rates are possible. Transponders substantially increase the capability of radar to see an aircraft and the Mode C feature enables the controller to quickly determine where potential traffic conflicts may exist. Even VFR pilots who are not in contact with ATC will be afforded greater protection from IFR

aircraft and VFR aircraft which are receiving traffic advisories. Nevertheless, pilots should never relax their visual scanning vigilance for other aircraft.

2. INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLAN

a. If the pilot cancels an IFR flight plan prior to reaching the terminal area of destination, the transponder should be adjusted according to the instructions below for VFR flight.

b. The transponder shall be operated only as specified by ATC. Activate the ''IDENT'' feature only upon request of the ATC controller.

3. VISUAL FLIGHT RULES (VFR)

a. Unless otherwise instructed by an Air Traffic Control Facility adjust Transponder to reply on Mode 3/A Code 1200 regardless of altitude.

b. Adjust transponder to reply on Mode C, with altitude reporting capability activated if the aircraft is so equipped, unless deactivation is directed by ATC or unless the installed equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required and your transponder is so designed, turn off the altitude reporting switch and continue to transmit MODE C framing pulses. If this capability does not exist, turn off MODE C.

4. SPECIAL MILITARY OPERATIONS

(1) NORAD interceptors operating under the AFIO and not under the control of ATC. Code 7777

(2) Aircraft operations which specify frequent or rapid changes in altitude/FL (flight test, olive branch, refueling, etc.) when assigned by ATC. Code 4000

(3) Mission requirements permitting, aircraft operating in restricted/warning areas unless a different code has been assigned by advance coordination or via direct communications with ATC. Code 4000

(4) MODE 3 — Code 4400, has been assigned for aircraft operating above FL600. This code will be preset on the ground and will not be changed in flight. However, the emergency code 7700 can be activated.

5. EMERGENCY OPERATION

a. When an emergency occurs, the pilot of an aircraft equipped with a coded radar beacon transponder, who desires to alert a ground radar facility to his emergency condition, and who cannot establish communications without delay with an air traffic control facility, may adjust the transponder to reply on Mode A/3, Code 7700.

b. Pilots should understand that they may not be within a radar coverage area and that, even if they are, certain radar facilities are not yet equipped to automatically recognize Code 7700 as an emergency signal. Therefore, they should establish radio communications with an air traffic control facility as soon as possible.

6. SPECIAL EMERGENCY

1. A special emergency is a condition of air piracy, or other hostile act by a person(s) aboard an aircraft, which threatens the safety of the aircraft or its passengers.

2. The pilot of an aircraft reporting a special emergency condition should:

a. If circumstances permit, apply distress or urgency radio-telephone procedures.

b. If circumstances do not permit the use of prescribed distress or urgency procedures, the message sent by the aircraft should:

(1) Be sent on the air-ground frequency in use at the time.

(2) Consist of as many as possible of the following elements spoken distinctly and in the following order:

(a) Name of the station addressed (time and circumstances permitting).

(b) The identification of the aircraft and present position.

(c) The nature of the special emergency condition and pilot intentions (circumstances permitting).

(d) If unable to provide (c) above, use code words and/or transponder setting for indicated meanings as follows:

Spoken Words

TRANSPONDER SEVEN FIVE ZERO ZERO

Meaning

Am being hijacked/forced to a new destination

Transponder Setting

Mode 3/A, Code 7500.

3. Code 7500 will never be assigned by air traffic control without prior notification from the pilot that his aircraft is being subjected to unlawful interference. The pilot should refuse the assignment of code 7500 in any other situation and inform the controller accordingly. Code 7500 will trigger the special emergency indicator in all radar ATC facilities.

4. Air traffic controllers will acknowledge and confirm receipt of transponder code 7500 by asking the pilot to verify it. If the aircraft is not being subjected to unlawful interference, the pilot should respond to the query by broadcasting in the clear that he is not being subjected to unlawful interference. Upon receipt of this information, the controller will request the pilot to verify the code selection depicted in the code selector windows in the transponder control panel and change the code to the appropriate setting. If the pilot replies in the affirmative or does not reply the controller will not ask further questions but will flight follow, respond to pilot requests and notify appropriate authorities.

CONTINUED ON NEXT PAGE

HIJACK PROCEDURES— RECOMMENDED PROCEDURES FOR U.S. PASSENGER AIRCRAFT HIJACKED TO THE COMMONWEALTH OF INDEPENDENT STATES, PEOPLE'S REPUBLIC OF CHINA, AND NORTH KOREA.—If it is possible to do so without jeopardizing the safety of the flight, the pilot of a hijacked U.S. passenger aircraft after departing from the cleared routing over which the aircraft was operating will attempt to do one or more of the following things insofar as circumstances may permit: (A) maintain a true airspeed of no more than 400 knots, and preferably an altitude of between 10,000 and 25,000 feet. (B) fly a course toward the destination which the hijacker has announced, (C) at appropriate intervals fly the international pattern for lost communication (left hand triangles), and (D) transmit the international distress signal, MAY DAY, on any of the international distress frequencies available to him (243.0 MHz, 121.5 MHz, 2182 KHz). If these procedures result in either radio contact or air intercept, the pilot will attempt to comply with any instructions received which may direct him to an appropriate landing field. Additionally, if the aircraft is equipped with an operational transponder, the pilot may use transponder Mode A (Military Mode 3) Code 7500 to indicate his aircraft has been hijacked or Code 7700 to indicate his aircraft is in distress.

7. RADIO FAILURE

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

Pilots should understand that they may not be in an area of radar coverage. Also, many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on Code 7700 first increases the probability of early detection of a radio failure condition.

8. RADAR BEACON PHRASEOLOGY

Air traffic controllers, both civil and military, will use the following phraseology when referring to operation of the Air Traffic Control Radar Beacon System (ATCRBS). Instructions by air traffic control refer only to Mode A/3 or Mode C operation and do not affect the operation of the transponder on other Modes.

SQUAWK (number) — Operate radar beacon transponder on designated code in Mode A/3.

IDENT — Engage the ''IDENT'' feature (military I/P of the transponder).

SQUAWK (number) AND IDENT — Operate transponder on specified code in Mode A/3 and engage the ''IDENT'' (military I/P) feature.

SQUAWK STANDBY — Switch transponder to standby position.

SQUAWK LOW/NORMAL — Operate transponder on low or normal sensitivity as specified. Transponder is operated in ''NORMAL'' position unless ATC specified ''LOW'' (''ON'' is used instead of ''NORMAL'' as a master control label on some types of transponders.)

SQUAWK ALTITUDE — Activate MODE C with automatic altitude reporting.

STOP ALTITUDE SQUAWK — Turn off altitude reporting switch and continue transmitting Mode C framing pulses. If your equipment does not have this capability, turn off MODE C.

STOP SQUAWK (mode in use) — Switch off specified mode. (Use for military aircraft when the controller is unaware if a military service requires the aircraft to continue operating on another MODE.)

STOP SQUAWK — Switch off transponder.

SQUAWK MAYDAY on 7700 — Operate transponder in the emergency position. (Mode A Code 7700 for Civil Transponder. Mode 3 Code 7700 and emergency feature for Military Transponder.)

SQUAWK VFR — Meaning, operate transponder on code 1200 regardless of altitude.

MILITARY PROCEDURES

AIR TRAFFIC CONTROL PROCEDURES

Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

PILOT PROCEDURES WITH FAA FLIGHT SERVICE (MILITARY)

I. FLIGHTS DEPARTING "P" FIELDS

File flight plan with FAA Flight Service. If IFR within control zone or area get ARTC clearance before take-off. For those airports not within local calling distance of a FSS, leased telephone services are provided to the nearest station. One such service, Foreign Exchange (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is interphone, which is a private line extension to the nearest FSS. If neither of these services is available, call the nearest FSS by long distance collect.

NOTE: Flights departing within or proposing penetration of an ADIZ will file flight plan in writing or by telephone with an appropriate aeronautical facility prior to take-off.

II. FILING OF FLIGHT PLAN

Pilots filing flight plans or arrival reports with FAA Flight Service Station will do so by visiting or calling a FAA station. Such messages **WILL NOT** be filed with FAA control towers except when no other means of communication is available.

The following information is required for clearance from non-military airports:

1. Type of Flight Plan.
2. Aircraft identification.
3. Type of aircraft/TD Code.
4. Estimated True Air Speed.
5. Departure time.
6. Cruising altitude.
7. Point of departure.
8. Route of flight.
9. Destination
10. Estimated time enroute.
11. Fuel on board.
12. Alternate airport.
13. Remarks.
14. Pilot's name.
15. Aircraft home base.
16. Number of persons aboard

NOTE: The appropriate TD Code listed below will be suffixed to the aircraft designation on DD Form 175 or FAA Form 7233-1, and/or when filing a flight plan inflight.

NO DME

/X— No transponder
/T— Transponder with no Mode C
/U— Transponder with Mode C

DME

/D— No transponder
/B— Transponder with no Mode C
/A— Transponder with Mode C

TACAN ONLY

/M— No transponder
/N— Transponder with no Mode C
/P— Transponder with Mode C

AREA NAVIGATION (RNAV)

/Y— LORAN, VOR/DME, or INS with no transponder
/C— LORAN, VOR/DME, or INS, transponder with no Mode C
/I— LORAN, VOR/DME, or INS, transponder with Mode C

ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigations.)

/E— Flight Management System (FMS) with en route, terminal, and approach capability. Equipment requirements are:
(a) Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigations (VNAV) Systems for use in the U.S. NAS and Alaska; AC20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigations Sensors; or equivalent criteria as approved by Flight Standards.
(b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.
(c) At least dual inertial reference units (IRU's).
(d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
(e) An electronic map.
(U.S. and U.S. territories only unless otherwise authorized.)

/F— A single FMS with en route, terminal, and approach capability that meets the equipment requirements of /E, (a) through (d), above.
(U.S. and U.S. territories ony unless otherwise authorized.)

/G— Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with en route and terminal capability.
/R— Required Navigational Performance (Denotes capability to operate in RNP designated airspace and routes.)
/W— Reduced Vertical Separation Minima (RVSM)

III. POSITION REPORTING PROCEDURE

1. IFR — Report all compulsory reporting points. Flights not conducted on airways and jet routes report over each reporting point used on the flight plan to define the route of flight.
2. VFR
   a. FL 180 and above — report at least every 300 NM.
   b. Below 18,000 ft MSL — report at least every 200 NM.

ADIZ PROCEDURES (MILITARY)

I. GENERAL: An Air Defense Identification Zone (ADIZ) is an airspace of defined dimensions within which certain rules for the security control of aircraft are mandatory in the interest of National Security. See below for salient operation procedures and DoD FLIP Area Planning (AP/1) for charts of the U.S. and Canadian Air Defense Identification Zones and additional procedures and details.

NOTE: In the event of the declaration of an Air Defense Emergency SECURITY CONTROL RULES will become effective. These rules are included in the published SCATANA Plan.

II. FILING OF AND ADHERENCE TO FLIGHT PLAN

A. FILING OF FLIGHT PLAN

1. When a flight penetrates or operates within an ADIZ, a DVFR (Defense Visual Flight Rules) or IFR Flight Plan will be filed in writing or by telephone with an appropriate aeronautical facility prior to takeoff. For flights originating outside an ADIZ, on other than established airways, the Remarks Section will include time, position, and altitude anticipated when penetrating the outer limits of the ADIZ. For flights entering an ADIZ or originating within an ADIZ, on other than established airways, the Remarks Section will include the time, position, and altitude within the ADIZ where the pilot anticipates turning toward land. This information should be marked ''Pass to Air Defense Radar (PADRA).'' Omission of or failure to update this correction information may preclude positive identification which will require intercept to confirm identity as well as filing of alleged ADIZ violation.

B. REVISION OF FLIGHT PLANS

1. No deviation will be made from a DVFR or IFR flight plan unless prior notification is given to an appropriate aeronautical facility.

2. Transmit corrected information to appropriate aeronautical facility immediately if it becomes evident that flight plan cannot be adhered to. (See next paragraph for allowable tolerances for adherence to flight plan or air traffic clearance.) The pilot will request that any revision to a flight plan, including remarks, be passed to the appropriate ARTCC and with instructions to pass to Air Defense Radar (PADRA). Failure to do so may require air defense reaction as indicated in Paragraph II. A. above.

C. ALLOWABLE TOLERANCES FOR ADHERENCE TO ADIZ FLIGHT PLAN

1. Time. Plus or minus five minutes from an estimate over a reporting point or point of penetration. Pilots departing from an airfield which has no tower facility will be required to make good a departure time within plus or minus five minutes of that proposed in the flight plan.

2. Distance. Ten nautical miles from centerline of proposed route if entering or operating within an ADIZ over land or twenty nautical miles from the centerline of proposed route if entering or operating within an ADIZ over water (to include the Aleutian Islands).

3. Altitude Deviation. None, unless an amended air traffic clearance is obtained or if operating where no air traffic clearance is required, then prior notice is given to an appropriate aeronautical facility.

D. AUTHORIZED EXCEPTIONS

1. Flights regardless of altitude operating into or within the Alaskan ADIZ at true airspeed of less than 180 knots providing such flights maintain a listening watch on the appropriate frequency.

2. Flights originating in any part of the Continental United States, except the State of Alaska, which maintains an outward bound track through the southern border ADIZ without reentering an ADIZ.

3. Flights which remain within ten nautical miles of the point of departure.

4. Flights conducted in accordance with special procedures prescribed by appropriate military authorities may be exempted on a local basis only after coordination with FAA ARTCCs and concurrence of appropriate air defense or other military commanders concerned.

5. DVFR flights without two-way radio communication may be conducted provided the flight is conducted in accordance with a filed DVFR flight plan which contains the route altitude and the estimated time to penetration and point of penetration and departure is effected within five minutes of the filed estimated time of departure.

III. ADIZ POSITION REPORT, IFR FLIGHT OUTSIDE AIR TRAFFIC CONTROL AREA AND DVFR FLIGHTS WITH TWO-WAY RADIO.

A. Penetration or inbound turn shall not be effected until a report is made of the time, position and altitude at which the aircraft passed the last reporting point prior to penetration or inbound turn and a report is provided of the estimated time of arrival over the next appropriate reporting point along the route of flight. If no reporting points are available along the route of flight, the pilot shall provide an estimate of the time, position and altitude at which he will penetrate or turn inbound. This report will be made no sooner than 30 minutes and not later than 15 minutes prior to the identification point. Position reports will be made at least once an hour while within an ADIZ unless more frequently required.

B. If the airport of departure is in such proximity to the ADIZ boundary to preclude compliance with the above, the pilot hall report immediately after taking off the time of departure, altitude and an estimate of the time of arrival over the first reporting point over the intended route of flight.

C. Aircraft entering the United States through an ADIZ, if so requested, shall advise the extent to which the actual time and point of penetration differed from the same data as recorded in the original ground flight plan.

NOTE: The Pilot should maintain an altitude of at least 6000 feet above the terrain while off airways unless safety of flight requires a lower altitude.

IV. RADAR ASSISTANCE WITHIN AIR DEFENSE IDENTIFICATION ZONES.

A. Emergency radar assistance is available on a 24 hour basis to identified aircraft wtihin the limits of any Air Defense Identification Zone. The military radar system can, at the discretion of the operator, provide the following services to aircraft; track, ground speed checks, position and bearing to the nearest airport or other designated points. Canadian military assistance provides bearing in degrees true. The radar assistance provided is advisory only and does not absolvethe aircraft commander of the responsibility for safe navigation of the aircraft and compliance with air traffic control clearance or other required procedures.

B. Contact the Sector Operations Control Center (SOCC) or the Region Operation Control Center (ROCC) on frequencies 121.5, 243.0 or 364.2. Frequency 364.2 is also available within the Defense Area. Example: ''Radar Assistance,'' aircraft call sign. Subsequent calls should address the specific ROCC answering the initial call.

V. EMERGENCY PROCEDURES WITHIN ADIZ

In emergency situations, which require immediate descision and action for the safety of the flight, the pilot in command of the aircraft may deviate from the provisions of this part to the extent required for such emergency. When a deviation is exercised, the pilot in command shall report such deviation and the reasons therefore to an appropriate aeronautical facility as soon as practicable.

U.S. NAVY/U.S. ARMY USE OF RUNWAY CONDITION READINGS (RCR)

Runway condition braking action at USAF bases and certain U.S. Navy and U.S. Army Airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition readings (RCR). By comparing the RCR to a table in the applicable aircraft flight manual USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS Manuals for Naval aircraft or in Army aircraft handbooks. Accordingly, a table of equivalent is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table.

NOTE: Joint USAF/NASA tests have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Reading taken during such conditions will be reported as wet runway (WR). Measurements taken when water or slush is present on an ice covered rwy will be reported as RCR 12 or the measured decelerometer reading whichever is lower.

Runway Condition Reading (RCR)	Equivalent Braking Action	% Increase in landing roll
02 to 05	Nil	100% or more
06 to 12	Poor	99% to 46%
13 to 18	Fair (Medium)	45% to 16%
19 to 25	Good	15% to 0

Runway surface conditions and RCR readings as reported by base operations are appended to hourly aviation weather observations in coded form based on the following:

Wet Runway	WR
Slush on Runway	SLR
Loose Snow on Runway	LSR
Packed Snow on Runway	PSR
Ice on Runway	IR
Patchy conditions (Ice, Snow, or Water)*	P
Runway Sanded	SANDED

*Code P will be used when the rwy is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the rwy not covered by ice, snow or slush.

EXAMPLES

Packed snow on runway; decelerometer reading of 15	PSR 15
Ice on runway; decelerometer reading of 05. Conditions patchy; remainder of runway wet	IRO5P/WET
Loose snow on runway; decelerometer reading of 20	LSR20
Ice on runway; decelerometer reading of 05. Condition patchy, runway sanded	IRO5P SANDED

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Airport/Facility Remarks for each base.

NO-NOTAM PREVENTIVE MAINTENANCE PROCEDURES

NOTAM action is not required when performing routine preventive maintenance with USN facilities indicated below. Equipment will be immediately returned to operation or NOTAM action taken if weather conditions deteriorate below ceiling or visibility requirements listed. Also NOTAM action will be taken if equipment cannot be returned to operation within the specified time period.

Radio/Radar Facilities and Service	Specified Time Periods①	
	Days	Time (LOCAL)
Search Radar (ASR)	Sat-Sun	0800–1000
	Mon thru Fri	0200–0400
Precision Radar (PAR)	Sat-Sun	1000–1200
	Mon thru Fri	0400–0600
TACAN	Sat-Sun	1500–1600
VOR	Sat-Sun	1400–1500
LF/MF (RBn-Range)	Sat-Sun	1700–1800
LF/MF (RBn-Range)	Sat-Sun	1700–1800
ILS	Sat-Sun	1600–1700
UHF RBn	Any Day	0800–1000

① Deviations to this schedule are approved. Submit deviations via appropriate FLIP correction addressee for inclusion under Radio/Nav Remarks.

USA/USN—Locations with two or more Instrument Approach Aids, ceiling 3000′, visibility 5 SM, locations with a single Instrument Approach Aid, sky condition scattered, visibility 5 SM.

USAF—Preventive Maintenance Inspection (PMI), Maintenance Period (MP) Schedules are published under applicable NAVAID, ILS/RADAR or Terminal FLIP RADAR Minima listings. Associated weather criteria, other than 3000′ ceiling, 5 statute mile visibility forecast during MP plus one hour, is reported as part of the schedule. For example, (1500/3+1) where 1500 is the ceiling in feet, 3 is the visibility in statute miles and +1 (plus 1) indicates forecast during maintenance period plus one hour.

CIVIL PROCEDURES

AIR TRAFFIC CONTROL PROCEDURES

Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

REPORTING OF MALFUNCTIONS OF NAVIGATION AIDS AND COMMUNICATIONS EQUIPMENT — FAA

1. **APPLICABILITY**
   This special Federal Aviation Regulations applies to the operation of aircraft within Controlled Airspace under Instrument Flight Rules of Part 91 of Federal Aviation Regulations.
2. **MALFUNCTION REPORTS**
   The pilot in command shall report immediately to Air Traffic Control any inflight malfunction of navigation or Air/Ground communications equipment as listed below:
   a. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability or,
   b. complete or partial loss of ILS receiver capability or
   c. impairment of Air Ground communications capability.
   d. Loss of airborne navigational radar.
3. **SUBSTANCE OF REPORTS**
   Each report required under paragraph 2 hereof shall include the following:
   a. Aircraft identification.
   b. The equipment affected
   c. The degree to which capability of the pilot to operate IFR in the Air Traffic Control System is impaired and

d. The nature and extent of assistance desired from Air Traffic Control: The exact nature and degree of assistance available from the ATC system will vary considerably. It is, therefore, essential that the pilot inform the controller of the assistance needed. If no assistance is required, normal handling may be expected. If special handling is requested, the ATC controller will provide maximum amount of assistance, consistent with the equipment at his disposal and the proper performance of his control functions with respect to other IFR aircraft. Should the circumstances warrant greater attention and priority handling with respect to other IFR aircraft, the pilot should then declare an Emergency.

FLIGHT PLAN (CIVIL)

It is strongly recommended that a flight plan be filed. This not only assures prompt search and rescue action in event you become overdue or missing, but it also permits enroute stations and the destination station to render better service by having prior knowledge of your flight. All VFR flights, whether on a flight plan or not, should make regular position reports to FAA Flight Service Stations to receive altimeter settings and weather safety advisories. Also, search and rescue action, if necessary, can be focused in the proper area. Flight Plans may be submitted to the nearest Flight Service Station.

NOTE.— If the flight will traverse or land in one or more foreign countries, it is particularly important that pilots leave a complete itinerary with someone directly concerned, keep that person advised of the flight's progress and inform him that, if serious doubt arises as to the safety of the flight, he should first contact the FSS.

DVFR (Defense VFR) Flight Plan.— DVFR flight plans must be submitted to the nearest Flight Service Station. Detailed ADIZ procedures are to be found under ADIZ Procedures.

FLIGHT PLAN — IFR

1. When filing an IFR flight plan for flight in an aircraft equipped with a radar beacon transponder, DME equipment, TACAN-only equipment or a combination of both, identify equipment capability by adding a suffix to the AIRCRAFT TYPE preceded by a slant, as follows:

NO DME

/X— No transponder.
/T— Transponder with no Mode C
/U— Transponder with Mode C

DME

/D— No transponder
/B— Transponder with no Mode C
/A— Transponder with Mode C

TACAN ONLY

/M— No transponder
/N— Transponder with no Mode C
/P— Transponder with Mode C

AREA NAVIGATION (RNAV)

/Y— LORAN, VOR/DME, or INS with no transponder
/C— LORAN, VOR/DME, or INS, transponder with no Mode C
/I— LORAN, VOR/DME, or INS, transponder with Mode C

ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigations.)

/E— Flight Management System (FMS) with en route, terminal, and approach capability. Equipment requirements are:
(a) Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigations (VNAV) Systems for use in the U.S. NAS and Alaska; AC20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigations Sensors; or equivalent criteria as approved by Flight Standards.
(b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.
(c) At least dual inertial reference units (IRU's).
(d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
(e) An electronic map.
(U.S. and U.S. territories only unless otherwise authorized.)

/F— A single FMS with en route, terminal, and approach capability that meets the equipment requirements of /E, (a) through (d), above.
(U.S. and U.S. territories ony unless otherwise authorized.)

/G— Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with en route and terminal capability.

/R— Required Navigational Performance (Denotes capability to operate in RNP designated airspace and routes.)

/W— Reduced Vertical Separation Minima (RVSM)

NOTE—When filing a flight plan, use domestic or ICAO format only. If you need assistance filing your flight plan, contact the nearest FSS.

2. It is recommended that pilots file the maximum transponder or navigation capability of their aircraft in the equipment suffix. This will provide ATC with the necessary information to utilize all facets of navigational equipment and transponder capabilities available. In the case of area navigation equipped aircraft, pilots should file the /I, /R (if RNP approved), or /W (if RVSM approved) capability of the aircraft. This will ensure ATC awareness of the pilots ability to navigate point-to-point and may be utilized to expedite the flight.

NOTE — The suffix is not to be added to the aircraft identification or be transmitted by radio as part of the aircraft identification.

3. In order to provide course guidance and assist sequencing into the Anchorage Terminal Area, aircraft filed over McGrath (MCG) or Sparrevohn (SQA) and landing at Ted Stevens Anchorage International Airport or Elmendorf Air Force Base should file the following STAR's: from over MCG, file the TAGER arrival; from over SQA, file the AMOTT arrival. If unable to fly the STAR, advise ATC prior to reaching MCG or SQA for alternate instructions.

FLIGHT PLAN — VFR

Pilots are encouraged to give their departure times directly to the flight service station with which the flight plan was filed. This will ensure more efficient flight plan service and permit the FSS to advise you of significant changes in aeronautical facilities or meteorological conditions. The following procedures are in effect: when a VFR flight plan if filed, it will be held until two hours after the proposed departure time and then canceled unless:

1. The actual departure time is received.
2. A revised proposed departure time is received.
3. At a time of filing, the FSS is informed that the proposed departure time will be met, but actual time cannot be given because of inadequate communications.

CLOSING FLIGHT PLANS

VFR, and DVFR flight plans must be closed upon landing. If an arrival report is not received within a reasonable period of time after ETA, a communications search for you will be conducted. If this search fails to locate your aircraft, a Rescue Coordination Center will be advised and an extensive costly physical search for your aircraft will be inaugurated.

FLIGHT PLAN—MASTER FLIGHT PLAN PROGRAM

The master flight plan program was established for the owners/operators of aircraft in Alaska. A master flight plan is intended to record static information on an aircraft, not on a pilot. Only one master flight plan, therefore, will be accepted per aircraft from the owner/operator. Master flight plan files are maintained by Automated Flight Service Stations (AFSS's) for aircraft based within their repsective area of responsibility, or Hub area. Aircraft owners/operators may file a master flight plan with an AFSS or FSS in person, via mail, phone, FAX, or radio. FSS's will forward master flight plan information to the appropriate AFSS. A master flight plan on file with any Alaskan Regional AFSS will be accepted by all Alaskan Region AFSS's/FSS's. Upon receipt of master flight plan information, the AFSS enters the information into their master flight plan file. The master flight plan becomes effective when the owner/operator is notified by the AFSS/FSS specialist. This can be accomplished either verbally upon receipt of the Master flight plan, or by other written or electronic means (fax, e–mail, phone, etc.).

Master flight plans must contain the following data:

1. Aircraft identification.
2. Aircraft type/special equipment.
3. Airspeed
4. Remarks, if any. (Radios, navigation equipment, floats, skis, other)
5. Owner or operator's name, physical address, and phone number.
6. Owner or operator's mailing address.
7. Aircraft home base, incldng tie-down number if available.
8. Color of aircraft.
9. Name and phone number of a 24-hour coordination contact.
10. Optional items:
    a. Service ceiling.
    b. Maximum fuel capacity

Aircraft owners/operators are responsible for ensuring the master flight plan information on file for their aircraft is current. Changes in master flight plan data should be reported to the appropriate facility immediately. Failure to provide updated information could cause unnecessary delays in search and rescue activities. Pilots who do not update master flight plan information may be excluded from the program.

When filing a flight plan for an aircraft with a master flight plan on file, provide the following information:

1. Type of flight plan.
2. Type of aircraft.
3. Equipment code if IFR.
4. Departure point.
5. Departure time or activation time.
6. Proposed altitude if IFR.
7. Route of flight.
8. Destination.
9. Estimated time en route.
10. Fuel on board.
11. Pilot's last name.
12. Number of people on board.

Pilots should advise where the master flight plan for the aircraft is filed when utilizing a master flight plan, i.e., ''Master flight plan on file with Juneau AFSS.'' The additional information required for search and rescue will be obtained from the facility holding the master flight plan file in the event the aircraft becomes overdue.

ATC IFR CLEARANCE DELIVERY

a. At airports where a traffic control tower is in operation, ATC IFR clearances are normally relayed to pilots on the ''ground control'' frequency or on a published ''clearance delivery'' frequency.

b. At airports where a Flight Service Station is in operation or having a part-time Flight Service Station with a remote communications outlet (RCO), ATC IFR clearances shall be obtained through the FSS on the common traffic advisory frequency (CTAF).

c. At airports where there is neither a control tower nor an FSS, but there is a remote communications Air-Ground Facility (RCAG) available, contact the ARTCC direct. (Frequencies are published on Enroute Charts and in the Airport/Facility directory of this supplement.)

d. At airports where there is no control tower, FSS, RCO, or RCAG, a clearance may be obtained through the nearest FSS, or RCAG.

Air Defense Identification Zone (ADIZ) Procedures (Civil)

Recommended ADIZ Practices. — No person may operate an aircraft in or penetrating an ADIZ unless he has filed a flight plan with an appropriate Aeronautical facility. The North American Aerospace Defense Command advises that an ''Airfiled'' flight plan makes the aircraft subject to interception for positive identification. Pilots are strongly urged, therefore, to file DVFR Flight Plans required for Security Control either in person or by telephone. To encourage conformation with this request FAA Flight Service Stations will accept collect long distance telephone calls made for the purpose of filing required DVFR flight plans. The following procedure will apply.

1. Contact the long distance telephone operator and place a collect, station-to-station call for ''SECURITY PILOT (your last name)'' to the FAA station.
2. When the FAA station accepts the call, file your DVFR flight plan as expeditiously as possible.

FAA stations will not accept collect calls from locations which are obviously much closer to another FAA station, neither will they accept calls which do not contain the key words ''SECURITY PILOT (name).'' In order to conserve government funds, FAA station will not accept long distance collect calls from any pilot within the Defense Area. DVFR flight plans from such points will be accepted, however, if filed at no expense to the government.

ADIZ Transponder Requirements — All civil aircraft equipped with an operable radar beacon transponder must be operated with that transponder turned on, including the altitude encoder if installed, and reply on the appropriate code or on a code assigned by ATC.

Emergency Security Control of Air Traffic (ESCAT)

http://www.access.gpo.gov/nara/cfr/waisidx_07/32cfr245_07.html)

The ESCAT plan (see 32 CFR Part 245) defines the authorities, responsibilities, and procedures to identify and control air traffic within a specified air defense area during air defense emergencies, defense emergency, or national emergency conditions. ESCAT provides the security control of both civil and military air traffic. It is intended to meet threat situations such as an emergency resulting in the declaration of an Air Defense Emergency by the appropriate military authority or other emergency conditions that either threaten national security or national interests vital to the U.S., but do not warrant declaration of Defense Emergency or Air Defense Emergency.

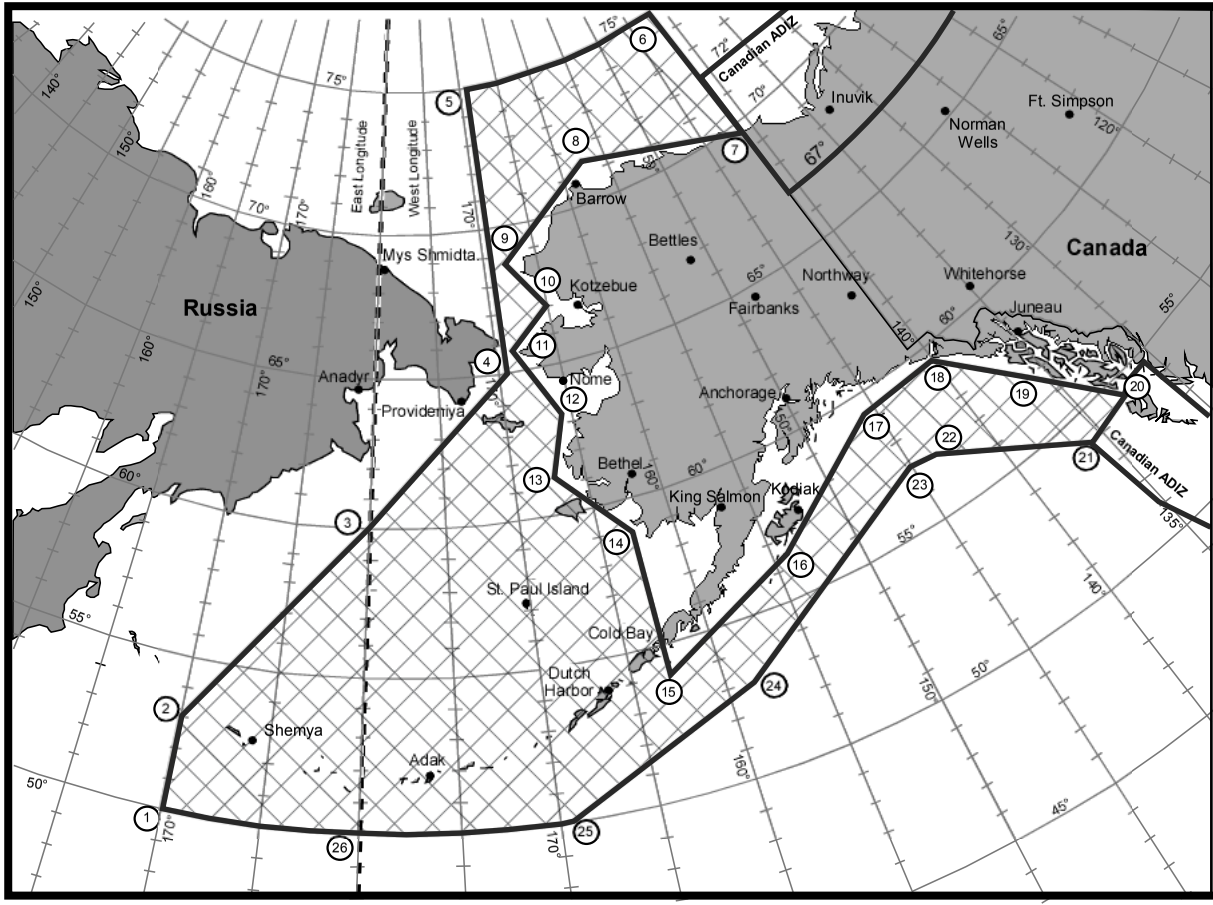
When ESCAT is implemented, a system of traffic priorities may be required to make optimum use of airspace, consistent with air defense requirements. The ESCAT Air Traffic Priority List (EATPL) is a list of priorities that may be used for the movement of air traffic in a defined area. The originator of an aircraft flight operation under the EATPL shall be responsible for determining and verifying that the mission meets the appropriate definition and priority, and ensuring a security check* of the crew, cargo and aircraft has been completed prior to takeoff. The individual filing the flight plan will be responsible for including the priority number as determined by the originator of the aircraft flight operation, in the remarks section of the flight plan.

*NOTE: Security checks must be in accordance with the Transportation Security Administration directives.

The appropriate military authority will: (a) notify or coordinate, as appropriate, the extent or termination of ESCAT implementation with DOT and DHS; (b) disseminate the extent of ESCAT implementation; (c) specify what restrictions are to be implemented; and (d) revise or remove restrictions on the movement of air traffic as the tactical situation permits.

The FAA Air Traffic Control System Command Center (ATCSCC) will direct appropriate ARTCCs/CERAPs to implement ESCAT restrictions as specified by the appropriate military authority.

U.S. civil and military air traffic control facilities will: (a) maintain current information on the status of restrictions imposed on air traffic; (b) process flight plans in accordance with current instructions received from the ARTCC (All flights must comply with the airspace control measures in effect, the EATPL, or must have been granted a Security Control Authorization); and (c) disseminate instructions and restrictions to air traffic as directed by the ARTCCs.



Alaska

Air Defense Identification Zone

Alaska ADIZ Points

1. 50 00N 170 00E
2. 53 00N 170 00E
3. 60 00N 180 00
4. 65 00N 169 00W
5. 75 00N 169 00W
6. 75 00N 141 00W
7. 69 50N 141 00W
8. 71 18N 156 44W
9. 68 40N 167 10W
10. 67 00N 165 00W
11. 65 40N 168 15W
12. 63 45N 165 30W
13. 61 20N 166 40W
14. 59 00N 163 00W
15. 54 00N 163 00W
16. 56 30N 154 00W
17. 59 20N 146 00W
18. 59 30N 140 00W
19. 57 00N 136 00W
20. 54 35N 133 00W
21. 54 00N 136 00W
22. 56 57N 144 00W
23. 57 00N 145 00W
24. 53 00N 158 00W
25. 50 00N 169 00W
26. 50 00N 180 00

Updated: Jan 1, 2009

INTERCEPTION SIGNALS
ICAO STANDARD

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
1	AIRPLANES: DAY–Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading. NIGHT–Same and, in addition, flashing navigational lights at irregular intervals. NOTE 1.–Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right. NOTE 2.–If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race–track patterns and to rock its wings each time it passes the intercepted aircraft.	You have been intercepted. Follow me.	AIRPLANES: DAY–Rocking wings and following. Night–Same and, in addition, flashing navigational lights at irregular intervals. HELICOPTERS: DAY or NIGHT–Rocking aircraft, flashing navigational lights at irregular intervals and following.	Understood, will comply.
2	DAY OR NIGHT–An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AIRPLANES: DAY or NIGHT–Rocking wings. HELICOPTERS: DAY or NIGHT–Rocking aircraft.	Understood, will comply.
3	DAY–Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. NIGHT–Same and, in addition, showing steady landing lights.	Land at this aerodrome.	AIRPLANES: DAY–Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. NIGHT–Same and, in addition, showing steady landing lights (if carried). HELICOPTERS: DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, will comply.

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
4	DAY–Raising landing gear while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome.	Aerodrome you have designated is inadequate.	DAY OR NIGHT–If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me
	NIGHT–Flashing landing lights while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.		If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, you may proceed.
5	AIRPLANES: DAY or NIGHT–Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT–Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	AIRPLANES: DAY or NIGHT–Irregular flashing of all available lights. HELICOPTERS: Day or Night–Irregular flashing of all available lights.	In distress.	DAY or NIGHT–Use Series 2 signals prescribed for intercepting aircraft.	Understood.

DISTRESS INTERCEPTION SIGNALS

SIGNAL BY INTERCEPTED AIRCRAFT	MEANING	RESPONSE BY INTERCEPTOR
DAY–Porpoising NIGHT–Switching on landing lights and holding steady beam.	In Distress	DAY OR NIGHT–Use appropriate interception signals as shown above.

NOTE TO INTERCEPTION SIGNALS
(See preceding page)

The word ''interception'' in this context does not include intercept and escort service provided, on request, to an aircraft in distress.

An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals on preceding page;

b. notify, if possible, the appropriate air traffic services unit;

c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 243.0, MHz and repeating this call on the emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight;

d. if equipped with SSR transponder select Mode 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

ATTENTION: ICAO Standard Interception Signals are applicable in all areas with exceptions as published below.

RUSSIA

1. The following rules are applicable to foreign aircraft operating within Russian airspace in accordance with previously issued clearances or existing overflight agreements. The Aeronautical Information Publication (AIP) as published by the Ministry of Civil Aviation, CIS, contains the Soviet Rules for Engagement. These rules are applicable to foreign aircraft operating with Russian airspace in accordance with previously issued clearances or existing overflight agreements. Foreign aircraft, flying in the air space of Russia, violating established flight procedures, or not complying with commands of the Air Traffic Control Service of the Ministry of Civil Aviation directing the flight of that aircraft, will be considered violators and alert aircraft of the Anti-Air Defense will compel them to land at the nearest airport.

NAVIGATION WARNING

U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid possibly dangerous consequences which could result from unauthorized overflight of Russian territory. Recognition that many flight tracks on this route provide minimum separation from Russian airspace further emphasizes the need for all pilots to use all existing navigational capability. It is therefore recommended that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Russian territory.

INTERFERENCE WITH INTERNATIONAL SEARCH AND RESCUE SATELLITE (SARSAT)

Keying either 121.5 MHZ or 243.0 MHZ for 30 seconds or more will activate the SARSAT. Any activation initiates ground processing to locate the activating transmitter. Historically, inadvertent activations have been inordinately high and cause false alarms which seriously degrade the efficiency of the SAR System. Transmissions on 243.0 and 121.5 must not exceed a 15-second keying limit except in actual emergency or distress situations.

SEARCH PROCEDURES EMERGENCY LOCATOR TRANSMITTER (ELT)

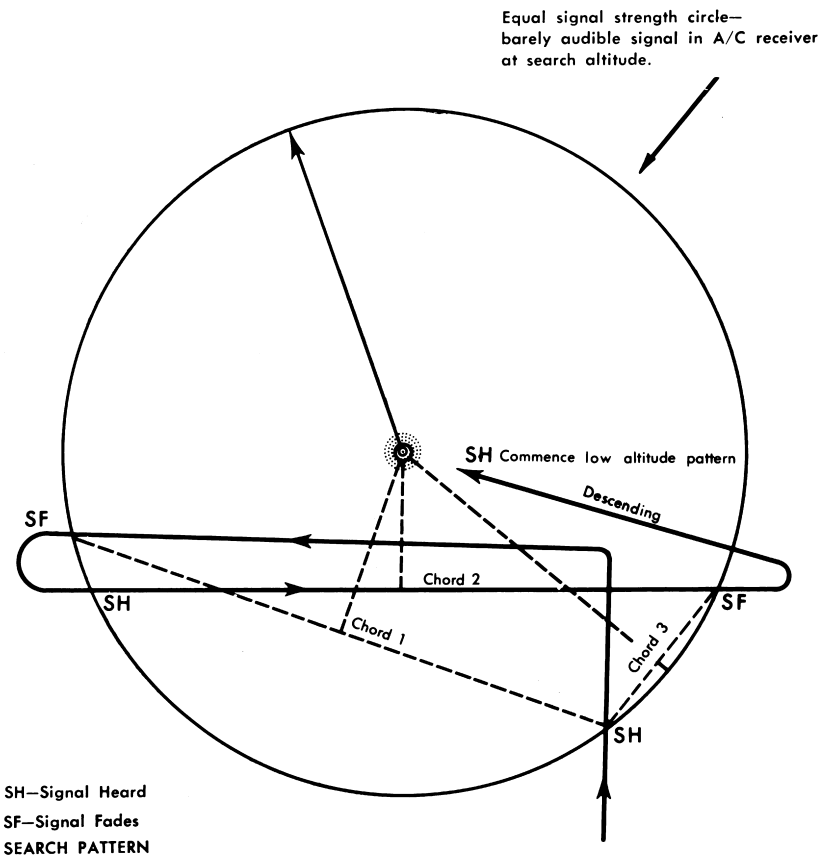
Locating the Position of a VHF or UHF ELT. — The initial search for survivors equipped with a VHF or UHF ELT will be at high altitude to take advantage of the increased range afforded by altitude. The receiver should be tuned to the frequency of the ELT with squelch off. The frequency should be guarded aurally and visually if the search aircraft has suitable homing equipment. While some progress is being made toward standardization on the type of signal emitted by these survival ELTs, search and rescue personnel should realize that complete standardization may not be achieved in the near future. If the type of signal emitted by the particular ELT is not known, searchers should be alert for any signal on the frequency, including a steady tone. Types of signals used by these ELTs are: steady tone (this may become a warbling tone if the ELT is floating in the ocean); a definite warbling tone built into the ELT; and interrupted tone (a peculiar ''beep-beep-beep'') built into the ELT.

Once the ELT signal is detected, it will be a simple matter for the search aircraft to home on it, if the aircraft is equipped with homing equipment. However, if the search aircraft has only receiver capability, it can still locate the survivors by flying one of the two procedures described below:

SEARCH PATTERN PROCEDURE (Boxing-in)

Boxing-in patterns assume that the lines of equal signal strength will be circular, as shown below. Thus, an aircraft flying at constant altitude can determine the limits of successive chords to the equal signal strength circle corresponding to a barely audible signal on its own receiver by plotting its position as the signal appears and again when it fades. The perpendicular bisector of each chord is an approximate line of position containing the beacon. The intersection of any 2 lines of position will indicate the approximate location of the beacon and the aircraft will be able to proceed to the approximate position. By proceeding to this position and descending to appropriate altitude, the aircraft can then make another low-level boxing-in pattern and/or carry out a close visual search for the survivors by any convenient high probability visual search pattern.

EQUAL SIGNAL STRENGTH CIRCLE



2. SEARCH PATTERN PROCEDURE (180°-90° Build-Fade Method)

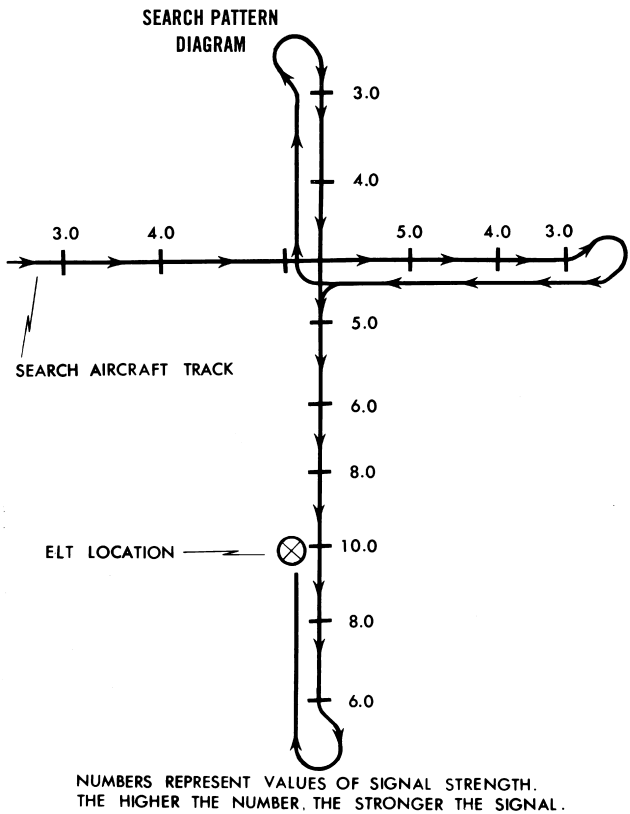
After the emergency signal is received and identified, the volume should be decreased to the lowest level that can be clearly identified. As the signal increases, the volume control should be reduced accordingly.

By using the 180°-90° (build and fade) search pattern, an ELT signal can be successfully located within a 4 to 10 square mile area, and many times pin point the site of the ELT.

Search pattern procedure (180°-90° turn pattern)

1. Aurally identify the ELT signal.
2. Note the signal level (loudness).
3. Hold constant heading and altitude while recording your location on appropriate chart.
4. Record relative signal levels and position on chart at periodic intervals.
5. a. After first detecting the emergency signal, two situations may be encountered relative to the change in signal level received. The two conditions are listed below:
   (1) **FADE** —The emergency signal level diminishes as the search aircraft maintains a constant course (heading away from ELT).
   (2) **BUILD** —The emergency signal steadily increases in signal strength as the search aircraft continues on course (flying toward the ELT).
   b. The search aircraft should be flown through the area of maximum signal level and continue to the point of signal fade-out.
6. Execute 180° turn and return to the point of highest signal level.
7. At the point of highest signal level execute a 90° turn to the right or left.
8. If the signal diminishes, conduct an 180° turn and return toward maximum signal location (on chart).
9. After passing over the area of highest signal level, maintain heading until a definite decrease in signal level is obtained.
10. Execute a 180° turn and return to the point of highest signal level for approximate ELT location.
11. It may be necessary to repeat steps 7 through 10 several times to accurately locate the ELT.

NOTE: A cone of silence may be experienced directly over the ELT at low altitudes, thus indicating the location of the ELT.



SEARCH AND RESCUE

1. GENERAL

a. Search and Rescue is a life-saving service provided through the combined efforts of the FAA, Military Services, Coast Guard, State Boards, Aeronautic Commissions or other similar state agencies who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, etc. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

b. Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and the route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly take off without telling anyone where they are going.

c. All you need to remember to obtain this valuable protection is:

(1) File a Flight Plan with an FAA Flight Service Station in person or by telephone or radio.

(2) Close your flight plan with the appropriate authority immediately upon landing.

(3) If you land at a location other than the intended destination, report the landing to the nearest FAA Flight Service Station.

(4) If you land enroute and are delayed more than 30 min., report this information to the nearest FSS.

(5) Remember that if you fail to report within one-half hour after your ETA, a search will be started to locate you.

d. If a crashed aircraft is observed:

(1) Determine if crash is marked with yellow cross; if so, crash has already been reported and identified.

(2) Determine, if possible, type and number of aircraft and whether there is evidence of survivors.

(3) Fix, as accurately as possible, exact location of crash.

(4) If circumstances permit, orbit scene to guide in other assisting units relieved by another aircraft.

(5) Transmit information to nearest FAA or other appropriate radio facility.

(6) Immediately after landing, make a complete report to nearest FAA, Air Force, or Coast Guard installation. Report may be made by long distance collect telephone.

e. To assist survival and rescue in the event of a crash landing the following advice is given:

(1) For flight over uninhabited land areas, it is wise to take suitable survival equipment depending on type of climate and terrain.

(2) If forced landing occurs at sea, chances for survival are governed by degree of crew proficiency in emergency procedures and by effectiveness of water survival equipment.

(3) If it becomes necessary to ditch, distressed aircraft should make every effort to ditch near a surface vessel. If time permits, the position of the nearest vessel can be obtained from a Coast Guard Rescue Coordination Center through the FAA facility.

(4) The rapidity of rescue on land or water will depend on how accurately your position may be determined. If flight plan has been followed and your position is on course, rescue will be expedited.

(5) Unless you have good reason to believe that you will not be located by search aircraft, it is better to remain near your aircraft and prepare means for signalling whenever aircraft approach your position.

f. Search and Rescue facilities include:

(1) Rescue Coordination Centers;

(2) Search and Rescue aircraft;

(3) Rescue vessels;

(4) Pararescue and ground rescue teams;

(5) Emergency radio fixing.

2. CLOSE YOUR FLIGHT PLAN

a. The control tower does not automatically close VFR flight plans since many of the landing aircraft are not operating on flight plans. It remains the responsibility of a pilot to close his own flight plan. This will prevent a needless search.

3. NATIONAL SEARCH AND RESCUE PLAN

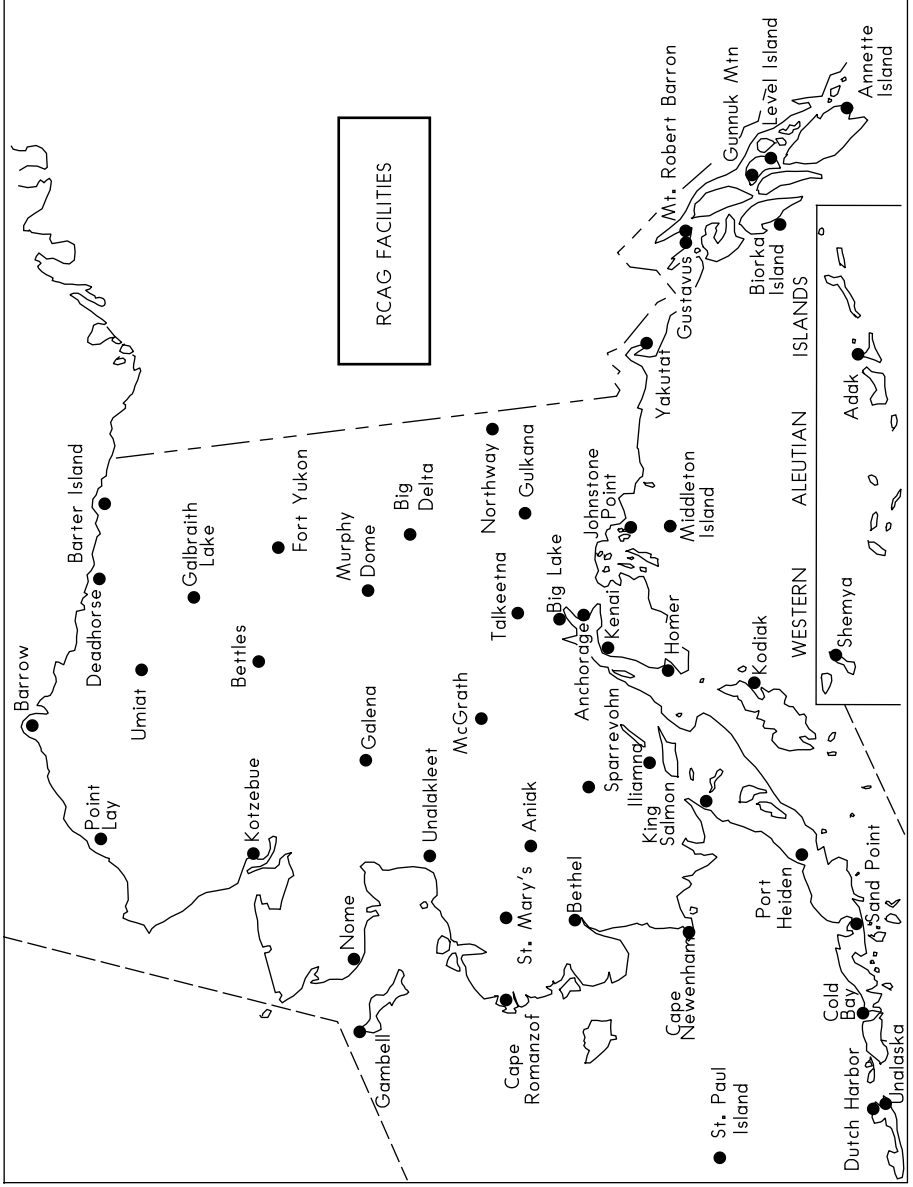
a. Under the National Search and Rescue Plan, the U.S. Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the U.S. Air Force is responsible for coordination of search and rescue for the CONUS-Inland Region, and the Unified Commander for the coordination of search and rescue for the overseas theaters (Alaska). In order to carry out this responsibility the Air Force, the Coast Guard and Unified Commanders have established Rescue Coordination Centers to direct search and rescue activities within their regions. This service is available to all persons and property in distress, both civilian and military. Normally, for aircraft incidents, information will be passed to the Rescue Coordination Centers through the appropriate Air Route Traffic Control Center or Flight Service Station.

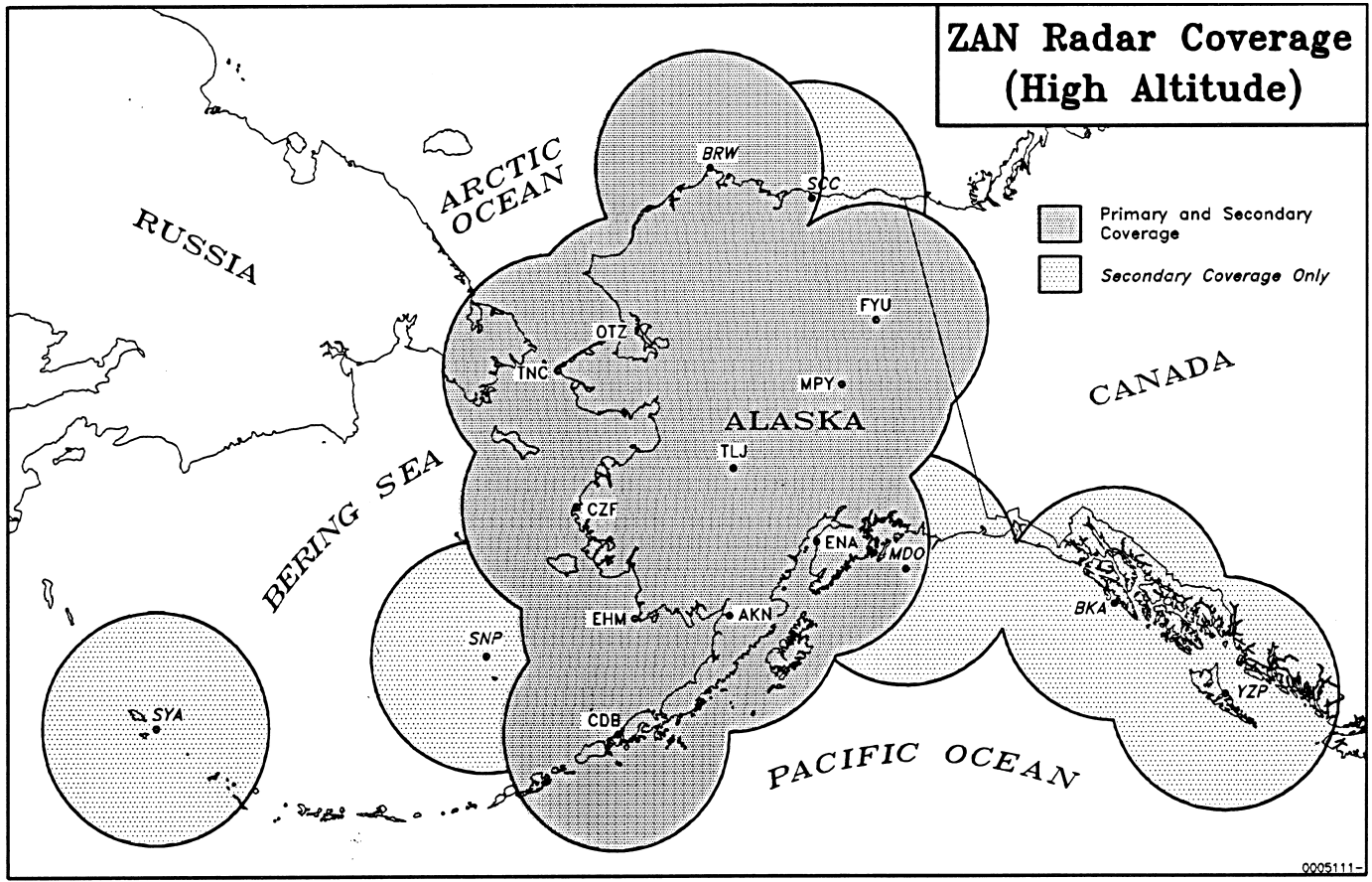
4. INADVERTENT OPERATION OF EMERGENCY LOCATOR TRANSMITTERS

In addition to depleting the batteries, accidental triggering of ELTs or improper test procedures could cause an unnecessary search. The on/off switch should be checked prior to and upon completion of each flight, and the ELT should be stored in a secure place until needed.

SEARCH AND RESCUE

The map below shows the location of remote transceivers (called RCAGs) in Alaska. They are used by Air Traffic Control for IFR operations. Aircraft in an emergency and unable to communicate in the normal way could contact overflying aircraft and ask them to relay messages. Example: If you are in the Galbraith Lake area, IFR aircraft will be monitoring the Galbraith RCAG. All RCAG frequencies are listed under Anchorage Center.




ZAN Radar Coverage
(High Altitude)
Primary and Secondary Coverage
Secondary Coverage Only
ARCTIC OCEAN
RUSSIA
BERING SEA
ALASKA
CANADA
PACIFIC OCEAN
BRW
SCC
FYU
OTZ
TNC
MPY
TLJ
CZF
ENA
MDO
EHM
AKN
SNP
CDB
SYA
BKA
YZP
0005111-

COAST GUARD RESCUE COORDINATION CENTERS

(Operates 24 hours a day)

Juneau
800–478–5555 907–463–2000

Coast Guard Rescue Coordination Centers are served by major radio stations which guard 500 kHz (CW), 8364 kHz (CW), and 2182 kHz (Voice). In addition to the major radio stations, the 247 Coast Guard units along the sea coasts of the United States and shores of the Great Lakes guard 2182 kHz (Voice). All of these facilities are available for reporting distress or potential distress. THE CALL ''NCU'' (CW) or ''COAST GUARD'' (VOICE) ALERTS ALL COAST GUARD RADIO STATIONS WITHIN RANGE.

AIR FORCE RESCUE COORDINATION CENTER

(Operates 24 hours a day)
Anchorage, AK
1–800–420–7230

11th Rescue Coordination Center monitors 123.1, 282.8 and 5710 HF.

FUEL JETTISONING

1. Should it become necessary to jettison fuel, the pilot should immediately advise Air Traffic Control. Upon receipt of advice that an aircraft will jettison fuel, Air Traffic Control will broadcast or cause to be broadcast at a reasonable time before fuel dumping is to begin and every 3 minutes thereafter on appropriate Air Traffic Control, Flight Service Station and airline company radio frequencies the following:

ADVISORY TO AIRCRAFT NOT ON ATC CLEARANCE—FUEL DUMPING IN PROGRESS—(aircraft type) (present position) (course/s) (altitude)—AVOID FLIGHT WITHIN 10 NAUTICAL MILES IF AT THIS ALTITUDE. IF WITHIN FIVE NAUTICAL MILES, REMAIN AT LEAST ONE THOUSAND FEET ABOVE OR AT LEAST TWO THOUSAND FEET BELOW THE AIRCRAFT.

2. Upon receipt of such a broadcast, pilots of aircraft affected, which are not on IFR flight plans or special VFR clearances, should clear the area specified in the advisory. Aircraft on IFR flight plans or special VFR clearances will be provided specific separation by Air Traffic Control. At the termination of the fuel jettisoning operation, pilots should advise Air Traffic Control. Upon receipt of such information, Air Traffic Control will issue, on appropriate frequencies, the following:

ADVISORY TO ALL CONCERNED—(aircraft type) FUEL DUMP TERMINATED.

EMERGENCY PROCEDURES

GENERAL

I. PROCEDURE FOR TWO-WAY RADIO FAILURE IFR—VFR

IFR FLIGHT PLAN

Two-way radio failure and circumstances surrounding them are so varied that exact rules to be followed cannot be established. However, the following procedures are those which the pilot will be expected to observe in order that ATC can effect the safe control of air traffic AND ARE APPLICABLE TO ALL TYPES OF AIRCRAFT. During two-way radio communications failure, when confronted with a situation not covered in the regulation, pilots are expected to exercise good judgment in whatever action they elect to take. Should the situation so dictate, they should not be reluctant to use the emergency action contained in flying regulations.

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on code 7700 first increases the probability of early detection of a radio failure condition. Pilots can expect ATC to attempt to communicate by systematically transmitting on suitable air/ground radio frequencies as well as on the voice feature of all available radio navigational or approach aids. If two way radio communications are lost with an aircraft under radar control, ATC will request the pilot to acknowledge in accordance with one of the following as appropriate.

a. Reply with the Mode 3 ident feature.

b. Changing to a specified Mode 3 code or

c. Changing transponder to STANDBY for sufficient time for the controller to be assured that lack of a target is due to the requested change; or

d. When the aircraft is not equipped with a functioning transponder; by executing specified turns.

A. VFR CONDITIONS

If able to maintain flight in VFR conditions continue flight under VFR and land as soon as practicable and notify ATC. It is not intended that the requirement to ''land as soon as practicable'' be construed to mean ''as soon as possible''. The pilot retains his prerogative of exercising his best judgment and is not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of his intended destination. The primary objective of this provision, is to preclude extended IFR operations in the air traffic control system in VFR weather conditions. When operating ''ON TOP'' and unable to descend VFR prior to the destination, the procedures contained in paragraph B below apply.

B. IFR Conditions

If the failure occurs in IFR conditions, or if VFR conditions are not encountered after the failure or paragraph A cannot be complied with, each pilot shall continue the flight according to the following:

1. ROUTE

a. By the route assigned in the last ATC clearance received;

b. If being radar vectored by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance.

c. In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or

d. In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

2. ALTITUDE

At the highest of the following altitudes or flight levels for the route segment being flown.

a. The altitude or flight level assigned in the last ATC clearance received;

b. Where appropriate, the minimum altitude/flight level. The minimum flight level is determined by adding the adjustment factor based on the current reported altimeter setting (shown below) to the minimum altitude for that segment.

ALTIMETER SETTING (Current Reported)	LOWEST USABLE FLIGHT LEVEL	ADJUSTMENT FACTOR
29.92 or higher	180	None
29.91 to 29.42	185	500 ft
29.41 to 28.92	190	1000 ft
28.91 to 28.42	195	1500 ft
28.41 to 27.92	200	2000 ft
27.91 to 27.42	205	2500 ft
27.41 to 26.92	210	3000 ft

c. The altitude or flight level ATC has advised may be expected in a further clearance.

3. Leave Clearance Limit/Holding Fix

If a clearance limit/holding fix has been assigned, leave the clearance limit/holding fix at the expect-further clearance (EFC) time received; or, if an expect-approach-clearance (EAC) has been received, leave the clearance limit/holding fix in order to arrive over the fix from which the approach begins as close as possible to EAC time. If no EAC or EFC has been received, continue to the facility/fix serving the destination airport at the last assigned altitude or minimum enroute altitude (MEA), which ever is higher.

4. Descent For Approach

Begin descent from the enroute altitude or flight level upon reaching the fix from which the approach begins, but not before —

a. The expected-approach-clearance time (if received); or

b. If no expected-approach-clearance time has been received—at the estimated time of arrival, derived from the estimated time filed in the flight plan, or as amended with ATC.

5. Pilots of aircraft equipped with coded radar beacon transponders may alert ATC of their radio failure by adjusting their transponder to reply on Mode 3/A, Code 7600.

6. Holding

If holding is necessary at the radio facility/fix to be used for the approach at the destination airport, holding and descent to the initial approach altitude or initial penetration Altitude Flight Level for the execution of the penetration and/or instrument approach shall be accomplished in a holding pattern in accordance with the procedure depicted on the Approach and Landing Chart or Jet Approach and Landing Chart for the airport. If no holding pattern is depicted, holding and descent will be accomplished in a holding pattern on the side of the final approach course to the fix on which the procedure turn is prescribed.

C. SPECIAL MILITARY PROCEDURES

1. Aircraft, on a flight in which a delay enroute is planned, shall commence descent at the destination, at the estimated time of arrival (ETA) derived from the estimated time enroute (ETE) plus any delay for which an ATC clearance has been obtained.

EXAMPLE NO. 1. Point-to-point flight plan, from A to B to C to D (airport of destination). Estimated elapsed time enroute specified in flight plan is three hours (A to D). Remarks indicate proposed two hours local flight at B and one hour local flight at C. On departure, flight is cleared to D (or a short-range clearance limit). If radio communications failure is experienced prior to reaching B, flight should proceed to destination in accordance with established radio communications failure procedures. If the flight has obtained an amended clearance, authorizing a two-hour delay at B, and experiences radio communications failure prior to reaching B or after local flight is begun, local flight at B will be completed. Local flight at C will not be executed.

EXAMPLE NO. 2. Round Robin flight plan from Point A to B to C and back to A. Estimated elapsed time enroute specified in flight plan is three hours (A to A). Remarks indicate one-hour local flight at B and one-hour local flight at A prior to landing. Action governing delay at B would be as indicated in Example No. 1. If the flight is cleared for local flight at A and subsequently experiences radio communications failure, local flight will be completed before beginning letdown.

2. Aerial Refueling

A. Tanker aircraft which have not received altitude instructions beyond the exit point should exit the Track or Anchor at the **highest** altitude in the clearance for the refueling portion of the flight and proceed in accordance with the radio communications failure procedures.

B. Receiver aircraft which have not received altitude instructions beyond the exit point should exit the Track or Anchor at the **lowest** altitude specified in the clearance for the refueling portion of the flight and proceed in accordance with radio communications failure procedures.

3. Turbojet Enroute Descent

When a two-way communications failure is experienced during an enroute descent, proceed to the initial approach fix/radio facility to be used for the approach at destination and execute the published approach. The altitude to be maintained, and from which the approach is to be executed, is the highest of the following:

a. The last assigned altitude.

b. The minimum safe altitude.

c. The emergency safe altitude if the point of communications failure or initial approach fix is more than 25 miles from the navigation facility for the approach.

VFR FLIGHT PLAN

Radio Failure While On A VFR Flight Plan — In the event of two-way radio failure between the aircraft and the ground while operating on a VFR flight plan, the pilot will land at originally filed destination or a suitable airfield, military or civil, before reaching destination. Flight plan may not be extended past the original destination except in emergency.

II. VISUAL SIGNALS WHEN AIRCRAFT RADIO INOPERATIVE

A. DAY VISUAL SIGNALS

1. DESCEND TO LOWER ALTITUDE: Hold hand at top of canopy, palm down, fingers extended and joined, move hand forward and down.
2. FUEL CHECK: Close fist with the thumb extended and perform drinking motion with thumb touching the oxygen mask.
3. FUEL REMAINING: Extend one finger for each 1,000 lbs. of fuel on board. Extend finger(s) vertically for 1,000-5,000 lbs; horizontally for 6,000-9,000 lbs. After signalling 1,000 lb. increments, close fist and signal 100-lb. increments in the same manner. Signal zero with closed fist.

   EXAMPLE 1: To signal 6,600 lbs., extend one finger horizontally (indicating 6,000 lbs.); then close fist (indicating a change from thousands to hundreds) and extend one finger horizontally (indicating 600 lbs.).

   EXAMPLE 2: To signal 13,800 lbs., extend one finger vertically, then three fingers vertically (indicating 13,000 lbs.); then close fist and extend three fingers horizontally (indicating 800 lbs.).

   EXAMPLE 3: If the pilot is operating with NATO forces and is so briefed, signal estimated flying time by extending one finger for each ten minutes and a closed hand to indicate one hour, i.e., to indicate one hour and thirty minutes flying time, signal three fingers and a clenched fist.
4. HEFOE SYSTEM: Clench fist and hold it at top of canopy, then hold up the required number of fingers to denote which system is involved (see (1) through (5) below). The receiving pilot acknowledges the signal by repeating it.
   1. Hydraulic — one finger.
   2. Electrical — two fingers.
   3. Fuel — three fingers.
   4. Oxygen — four fingers.
   5. Engine — five fingers.
5. I MUST LAND ON YOUR WING: Pat shoulder, palm down; use right hand for left shoulder, and vice versa, to prevent confusion with other signals. To acknowledge, other pilot must give an OK signal; the basic signal indicates a jet approach speed of 130 knots. If the distress aircraft desires a higher approach, speed, the pilot must raise one finger for each 10—knot increase desired.
6. LAND IMMEDIATELY: Close fist and hold it to top of canopy, with thumb extended downward, then move arm up and down rapidly. (Do not confuse this signal with ''GEAR DOWN'' signal, which is not used at altitude.)
7. RADIO INOPERATIVE: Fly aircraft along the side of the landing runway, 1000 feet above the field elevation, rocking wings until it reaches end of the runway. Turn to downwind and check mobile control and/or tower for green light on base leg and final approach.
8. RECEIVER FAILURE: With palm of hand over ear position, move hand forward and backward.
9. TRANSMITTER FAILURE: With palm of hand toward and in front of the face, pilot moves hand up and down.

B. NIGHT VISUAL SIGNALS

1. AIRCRAFT EMERGENCY (MUST LAND AS SOON AS POSSIBLE): Signal escort aircraft by describing a circle on the side of the canopy with a flashlight, then get on the man's wing—this signal indicates a jet approach speed of 130 knots. If a higher approach speed is desired, the pilot must pause after the basic signal, and then blink his flashlight at the top of the canopy, once for each 10 knot increase desired. The escort pilot will lead to the nearest suitable field, declare an emergency with the controlling agency, then fly a straight-in approach with the aircraft on his wing. The distressed aircraft lands and the escort executes a go-around.

   NOTE: On a straight-in approach, the escort aircraft turns his position lights to bright and steady to alert the wingman to prepare to lower flaps and landing gear. The corresponding signal of execution will be for the lead escort aircraft to return his position lights to dim and steady. If the aircraft is equipped only with a steady-bright light position, however, it will blink lights for the alerting signal and for the signal of execution.

2. AIRCRAFT HAVING MINOR DIFFICULTIES: The distressed aircraft will signal another aircraft in the formation by signaling a series of flashes from a flashlight, then get on the man's wing. The basic airspeeds and flight procedures are the same as specified for ''Aircraft Emergency'' above, except that the escort will lead to the intended landing field and will not declare an emergency in doing so.
3. CHANGE LEAD: Pilot of distressed aircraft holds flashlight parallel with canopy rail and sends a steady light while making a straight line from rear toward the front of the canopy.
4. COMPLETE ELECTRICAL FAILURE (NO ASSIST AIRCRAFT AVAILABLE): Distressed aircraft flies 500 feet over mobile control or tower, thoroughly checking for other aircraft in the area. Flies to the far end of the runway, pulls up into a downwind leg, and proceeds with a normal landing; while watching mobile or tower for signals. The control tower will clear the area of other aircraft, and will call the emergency crash equipment to the scene.
5. DESCENT TO LOWEST PRACTICAL ALTITUDE: The pilot makes a rapid vertical movement with a flashlight.
6. RADIO FAILURE: Same as day signal procedure.
7. SIGNAL ACKNOWLEDGEMENT: Point a steady light from the flashlight at the signaling aircraft.

III. U. S. COAST GUARD SHORE STATIONS MAINTAINING WATCH ON 8364 kHz

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the center frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated.

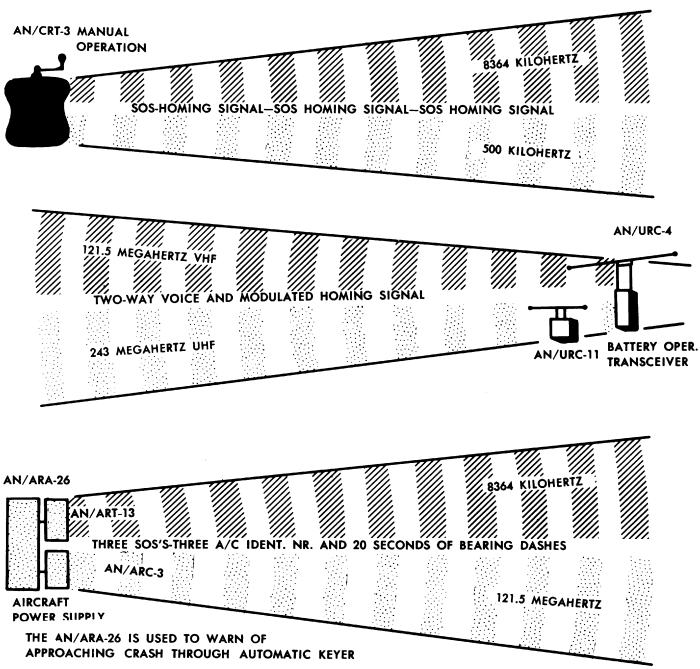
Activity	Call	Answering Freq
Adak	NOX	8465
Ketchikan	NMJ	8728
San Francisco	NMC	8465

IV. EMERGENCY RADIO SIGNALS

Whenever a plane is assumed to be in distress it is the duty of all aircraft in flight to listen for emergency radio signals. Ascertain from Operations what frequencies are most likely to be received. Check all emergency frequencies as often as possible, especially at the above times. Operating frequencies of currently standard emergency transmitters are shown below.

International silence periods are observed on 500kHz from 15 to 18 and 45 to 48 minutes past the hour. In ITU Regions 1 and 3 (except Japan and The Philippines), silence periods are observed on 2182kHz from 00 to 03 and 30 to 33 minutes past the hour. Distress calls, when transmitted on these frequencies, will have a better chance of being intercepted during these periods.

EMERGENCY RADIO SIGNALS
OPERATING FREQUENCIES



V. AIRCRAFT WITNESSING DISTRESS

A. When a pilot in command observes that another aircraft or a surface craft is in distress, he shall, unless unable to do so, or, in the circumstances of the case considers it unreasonable or unnecessary: (NOTE: each ICAO contracting state shall ensure that wreckage resulting from aircraft accidents within its territory is removed, obliterated, or charted to prevent subsequent confusion).

1. Keep distressed craft in sight until his presence is no longer necessary or he is no longer able to remain in the vicinity.
2. If his position is not known with certainty, take such action as to determine it.
3. Report to the rescue coordination center or air traffic services unit, as much of the following information as possible.

   a. Type of craft in distress, its identification and condition.

   b. Time of observation expressed in UTC on the 24 hour system.

   c. Number of persons observed.

   d. Whether persons have been seen to abandon distressed craft.

   e. Number of persons observed to be afloat.

   f. Apparent physical condition of survivors.

4. Act as instructed by the rescue coordination center.

B. If the pilot in command of the first aircraft to reach the place of the accident is unable to establish coordination with the rescue coordination center or air traffic services unit, he shall take charge of activities of all other aircraft to arrive until such time as by mutual agreement he hands over responsibility to that aircraft best able to provide communication under the prevailing circumstances.

C. Whenever a distress call and/or message is intercepted on radiotelegraphy or radiotelephony by a pilot in command of an aircraft, other than a search aircraft, he shall:

1. Plot the position of the craft in distress, if given.
2. If possible, take a bearing on the transmission.
3. At his discretion, while awaiting instructions, proceed to the position given in the distress signal.
   NOTE: In addition, compliance is required with communications procedures.

D. When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. When this is not possible, the following procedure shall be used:

1. Circle the surface craft at least once.

2. Cross the projected course of the surface craft close ahead, at a low altitude, opening and closing the throttle or changing the propeller pitch.

3. Heading in the direction in which the surface craft is to be directed.

E. Crossing the wake of the surface craft, close astern, at a low altitude, opening and closing the throttle or changing the propeller pitch shall mean that the assistance of the surface craft to which the signal is no longer required.

F. Current maritime signaling procedures include:

1. For acknowledgment of receipt of signal:

a. Hoisting of the ''Code Pennant'' (vertical red and white stripes) close up, (meaning understood).

b. The flashing of a succession of ''T's'' by signal lamp in Morse code.

c. The changing of heading.

2. For indicating the inability to comply:

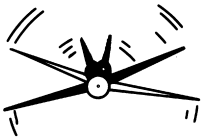
a. Hoisting of the international flag ''N'' (a blue and white checkered square).

b. The flashing of a succession of ''N's'' in the Morse code.

VI. AIR/GROUND EMERGENCY SIGNALS

A. STANDARD AIRCRAFT ACKNOWLEDGEMENTS

MESSAGE RECEIVED AND UNDERSTOOD: Aircraft will indicate that ground signals have been seen and understood by —

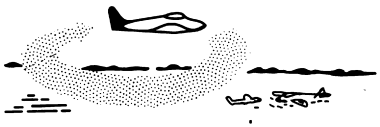


DAY OR MOONLIGHT: Rocking from side to side.

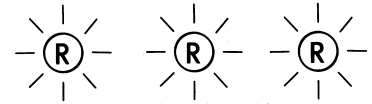


NIGHT: Making green flashes with signal lamp.

MESSAGE RECEIVED AND NOT UNDERSTOOD: Aircraft will indicate that ground signals have been seen but not understood by —



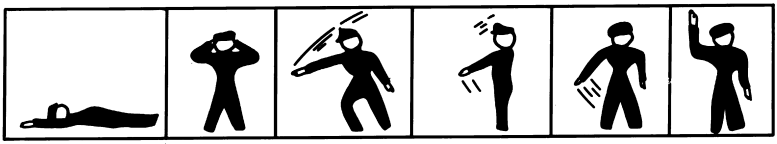
DAY OR MOONLIGHT: Making a complete right hand circle.



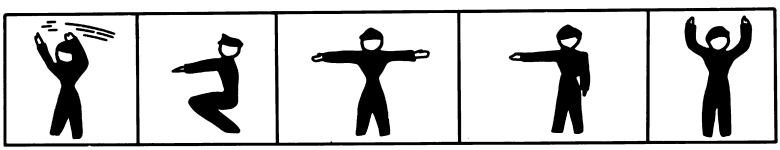
NIGHT: Making red flashes with signal lamp.

B. BODY SIGNALS

INSTRUCTIONS: If you are able to attract the attention of the pilot of a rescue airplane, the body signals illustrated below can be used to transmit messages to him as he circles over your location. Stand in the open when you make the signals. Be sure that the background, as seen from the air, is not confusing. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.



NEED MEDICAL ASSISTANCE	OUR RECEIVER IS OPERATING	USE DROP MESSAGE	AFFIRMATIVE (YES)	NEGATIVE (NO)	ALL O. K. DO NOT WAIT



DO NOT ATTEMPT TO LAND HERE	LAND HERE	NEED MECHANICAL HELP OR PARTS	CAN PROCEED SHORTLY WAIT IF PRACTICAL	PICK US UP — PLANE ABANDONED

C. INTERNATIONAL GROUND/AIR EMERGENCY CODE

EMERGENCY SIGNALS
GROUND-AIR VISUAL CODE FOR USE BY SURVIVORS

No.	MESSAGE	CODE SYMBOL
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	
If in doubt use International symbol		SOS

GROUND-AIR VISUAL CODE FOR USE BY GROUND SEARCH PARTIES

NO.	MESSAGE	CODE SYMBOL
1	Operation completed	
2	We have found all personnel	
3	We have found only some personnel	
4	We are not able to continue, Returning to base	
5	Have divided into two groups, Each proceeding in direction indicated.	
6	Information received that aircraft is in this direction	
7	Nothing found, Will continue search.	

1. INSTRUCTIONS

a. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.

b. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.

c. Symbols should be at least 10 feet high or larger. Care should be taken to lay out symbols exactly as shown.

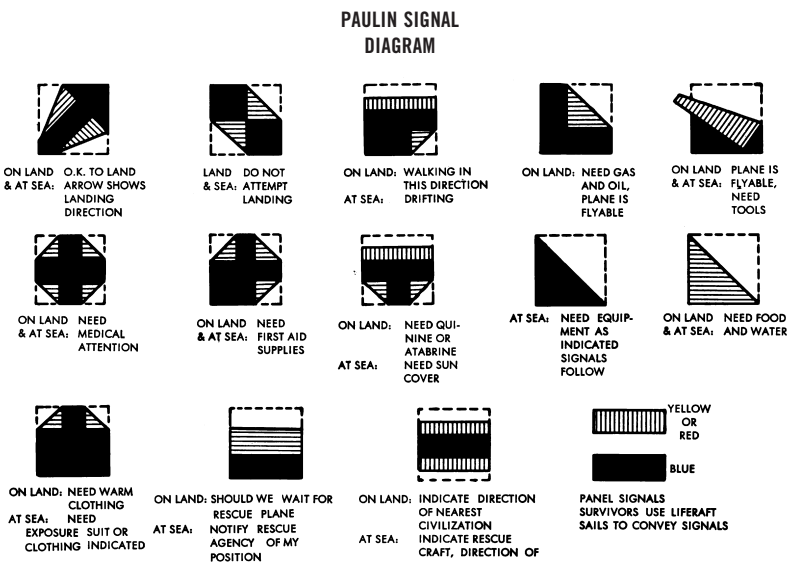
d. In addition to using symbols every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.

e. On snow-covered ground, signals can be made by dragging, shoveling or tramping. Depressed areas forming symbols will appear black from the air.

f. Pilot should acknowledge message by rocking wings from side to side.

D. PAULIN SYMBOLS

INSTRUCTIONS: Either USAF or USN paulins may be used to form signals. The paulins are blue on one side and yellow or red on the other. They are held down with rocks, stones, or pegs. In life rafts, lines are tied to grommets to facilitate holding. Wood may be tied to edge and floated in center of small lakes or slow rivers.



NOTES: (1) It is preferable to use the International Ground Air Emergency Code. The symbols can be made larger and hence more recognizable from the air.

(2) Paulins should be folded to form the signals shown on this page. A paulin is an extremely valuable shelter, poncho, floor cloth, sleeping bag cover, sunshade, or rain collector.

VII. IN-FLIGHT TECHNICAL ASSISTANCE

A. ANY US MILITARY AIRCRAFT requiring inflight technical assistance may use the communications and/or command and control facilities listed below.

B. Air National Guard (ANG) Operations center at Andrews AFB may be contacted by phone patch through any Global HF System Station (See DOD Enroute Flight Information handbook (FIH) Section B). Request the ANG Operations Center (call sign MINUTEMAN) DSN 858–6001 or 1–800–237–9744.

C. Air Mobility Command (AMC) Operations Centers may be contacted as described in Global HF System Stations (FIH, Section B).

D. Air Combat Command (ACC) Command Posts may be contacted by calling ''GOLDEN'' on 381.3 MHz. An ACC Post will answer with its respective call sign. In addition, ACC Posts may be contacted by phone patch through any Global HF System Station (FIH, Section B) or the Western Space and Missile Center (WSMC) HF net. The WSMC HF net (call sign ''ABNORMAL ONE ZERO'') located at Vandenberg AFB, CA or call sign ''ABNORMAL TWO ZERO'' located at Wheeler AFB, HI) may be contacted on USB frequencies 5700 and 13218 KHz. HQ ACC Post can be contacted at DSN 574–7771/2224.

VIII. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE (UNCERTAINTY — ALERT — DISTRESS — LOST)

A. If flying at low altitude climb if possible to increase chance of radio or radar contact. (Permitted in emergency only if IFR in controlled airspace.)

B. If equipped with ''IFF'', switch to ''EMERGENCY''. If equipped with SIF, set master code control to ''EMERGENCY'', Mode 3 switch in, Mode 3 dial code 77 (new code 7700). NOTE: The pilot should understand that he may not be within a radar coverage area and that, even if he is, certain radar facilities are not yet equipped to automatically recognize ''EMERGENCY'' and Code 7700 as emergency signals. Therefore, he should establish radio communication with an air traffic control facility as soon as possible.

C. If time permits, contact controlling agency and give nature of distress and pilot's intentions.
D. If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0 MHz	121.5 MHz	2182 kHz	*8364 kHz	500 kHz

*Canadian facilities excepted.

NOTE—Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since these frequencies are installed for center use at the local ARTC Center transmitting/receiving site only. If the ARTCC does not respond to transmission on emergency frequency 121.5 MHz or 243.0 MHz pilots should initiate a call to the nearest Flight Service Station or airport traffic control tower.

1. a. VOICE** PAN or MAYDAY (3 times) THIS IS (aircraft call sign 3 times).
   b. CW*** XXX or SOS (3 times) DE (aircraft call sign 3 times).
2. TYPE OF AIRCRAFT
3. POSITION or ESTIMATED POSITION (state which) and TIME (When geographic coordinates are used, express latitude and longitude in ''degrees and minutes''.)
4. HEADING (state true or magnetic)
5. INDICATED AIRSPEED
6. ALTITUDE
7. FUEL REMAINING (in hours and minutes)
8. NATURE OF EMERGENCY
9. PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.)
10. ASSISTANCE DESIRED (fix, steer, bearing, escort, etc.)
11. TWO 10-SECOND DASHES (voice — depress mike button. CW — by key) AIRCRAFT CALL SIGN (once) OVER (voice) or K (CW)

(When contact established comply with instructions. Accept ''communications control'' by ground station, silence interfering stations, do not shift frequency or ground stations unless necessary.)

**Use PAN (voice) or XXX (CW) when your situation requires urgent action, but is not actual distress. Use MAYDAY (voice) or SOS (CW) when you are threatened by serious or imminent danger and you require immediate assistance.

IX. RECOMMENDED PROCEDURES FOR AIRCRAFT IN DISTRESS WHEN INTERCEPTED

A. Attempt radio contact, if possible.
B. If able to maintain a minimum of 210 knots, get in trail formation and the interceptor will lead you to the nearest suitable airport.
C. If unable to maintain a minimum of 210 knots, the interceptor will fly in the direction you should fly, circle to the left and again fly in the proper direction. This procedure will be repeated until the area for descent is reached. The interceptor will circle to the right over the area where you should descend. The distressed aircraft should let down in a descending turn at minimum rate of descent.

X. RECOMMENDED PROCEDURES FOR THE INTERCEPTOR AFTER INTERCEPTION

A. Reduce speed for formation flight or maximum endurance, as required.
B. Attempt radio contact, if possible.
C. Inform controller of contact and follow his instructions.
D. If distressed aircraft can maintain minimum of 210 knots, lead him to suitable airport as directed by the controller.
E. If distressed aircraft cannot maintain 210 knots, lead the aircraft, as recommended in IX. C above, to the location directed by the controller.
F. If the interceptor must leave the distressed aircraft:
   (1) If the interceptor turns his lights from steady to blinking for 15 seconds, then breaks formation with lights blinking (night) or wings rocking (day), the distressed aircraft should continue on course.
   (2) If the interceptor turns his lights from steady to blinking for 30 seconds, then back to steady and breaks formation with lights on steady (night) or fishtails (day), the distressed aircraft should resume distress orbit.

INTENTIONALLY

LEFT

BLANK

INTENTIONALLY

LEFT

BLANK

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., (A1), (V), (✿)
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(L)" beside the name. A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., (L★)

To activate lights use frequency indicated in the communication section of the chart with a (L) or the appropriate lighting system identification e.g., UNICOM 122.8 (L), (A1), (V)

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

FAA procedure amendment number — Amdt 11A 99365 / Orig 00365 — Date of latest change

The Chart Date indentifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
Indicates control tower temporarily closed UFN.

10210

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas, Water Runways | Displaced Threshold

Closed Runway | Closed Taxiway | Under Construction | Metal Surface

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM

REFERENCE FEATURES

Buildings
Tanks
Obstructions
Airport Beacon #
Runway
Radar Reflectors
Control Tower #
Hot Spot

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123
0.3% DOWN
Runway Slope.....0.8% UP
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

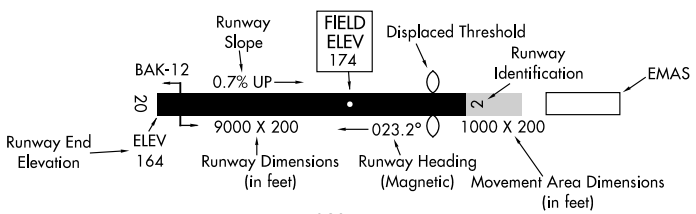
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g.,
RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

HOT SPOTS

An ''Airport surface hot spot'' is a location on an aerodrome movement area with a history or potential risk of collision o runway incursion, and where heightened attention by pilots/drivers is necessary.

A ''hot spot'' is a runway safety related problem area on an airport that presents increased risk during surface operations Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has eithe a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots ar depicted on airport diagrams as open circles or polygons designated as ''HS 1'', ''HS 2'', etc. and tabulated in the lis below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time th increased risk has been reduced or eliminated.

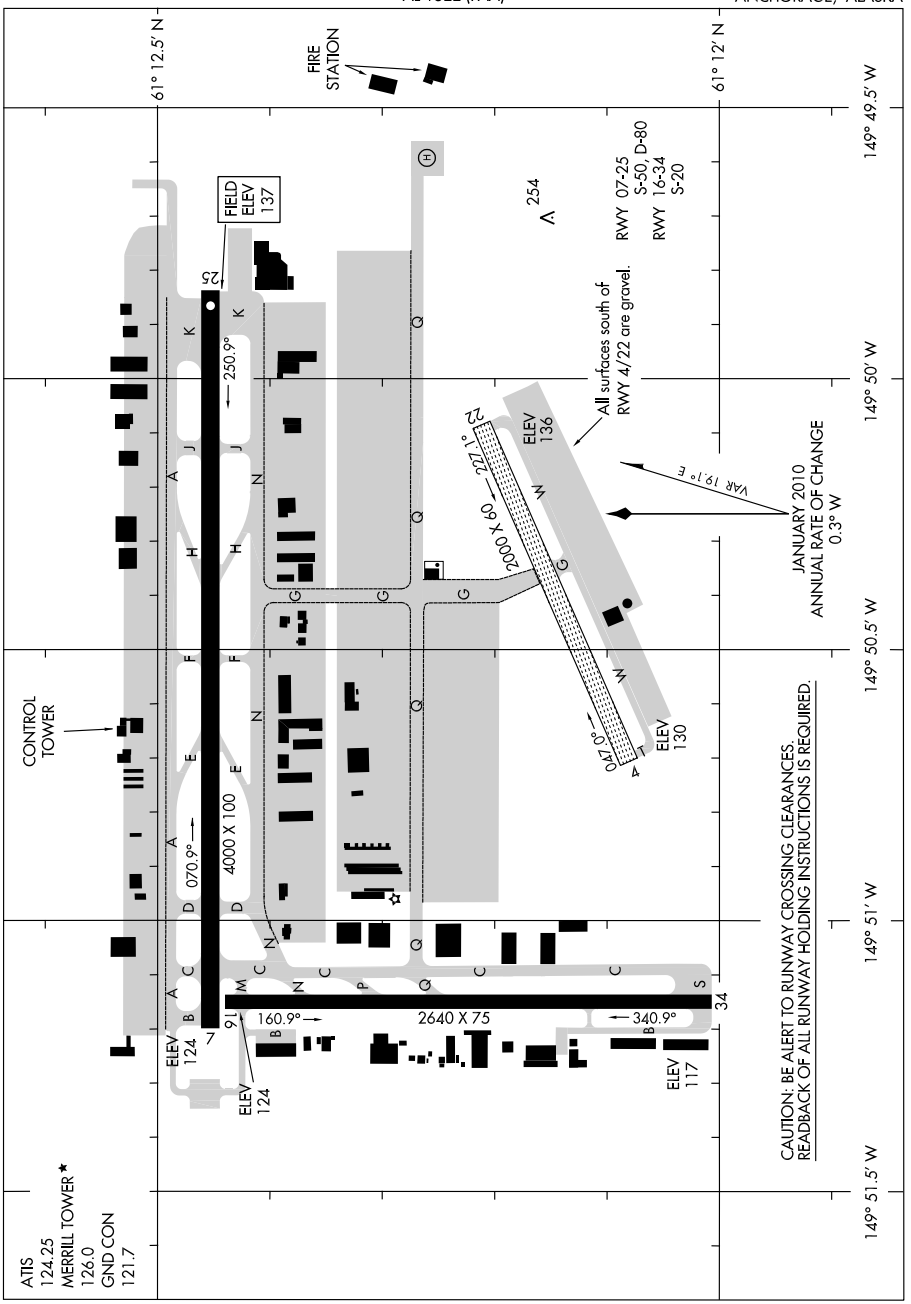
CITY/AIRPORT	HOT SPOT	DESCRIPTION
ALASKA		
ANCHORAGE		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Acft taxiing via Twy E to Twy G and Twy K to Rwy 32 sometimes miss the turn from Twy G on to Twy K and continue on Twy G across Rwy 07L–25R by mistake, especially with rstd visibility.
FAIRBANKS		
FAIRBANKS INTL (FAI)(PAFA)	HS 1	Twy W and ramp in close proximity of Ski Strip 20. Twy W is a controlled movement area. Numerous vehicles opr on the ramp which is an uncontrolled movement area.
	HS 2	Twy U and ramp in close proximity of Ski Strip 02. Twy U is a controlled movement area. The East Ramp is an uncontrolled movement area with numerous vehicles opr on the ramp.
	HS 3	The area between Ski Strip 02 thld and the northern edge of Twy T is not authorized for acft use. Area immediately south of Ski Strip 02 thld has contrasting aggregate to help identify ldg thld marked by thld cones and markers.
	HS 4	Acft taxiing on Twy B need to be alert when approaching Rwy 02R–20L or Rwy 02L–20R so as not to cross the active rwy without ATC approval.
	HS 5	Ramp is in close proximity of rwy. Acft moving on this area of ramp must have clearance from ATC prior to entering Twy C.
KODIAK		
KODIAK (ADQ)(PADQ)	HS 1	Twy F is narrow, do not stop acft on or near the twy blocking access to the main ramp.

10210

AIRPORT DIAGRAM

ANCHORAGE/MERRILL FIELD (MRI)(PAMR)
ANCHORAGE, ALASKA

AL-1522 (FAA)



AIRPORT DIAGRAM

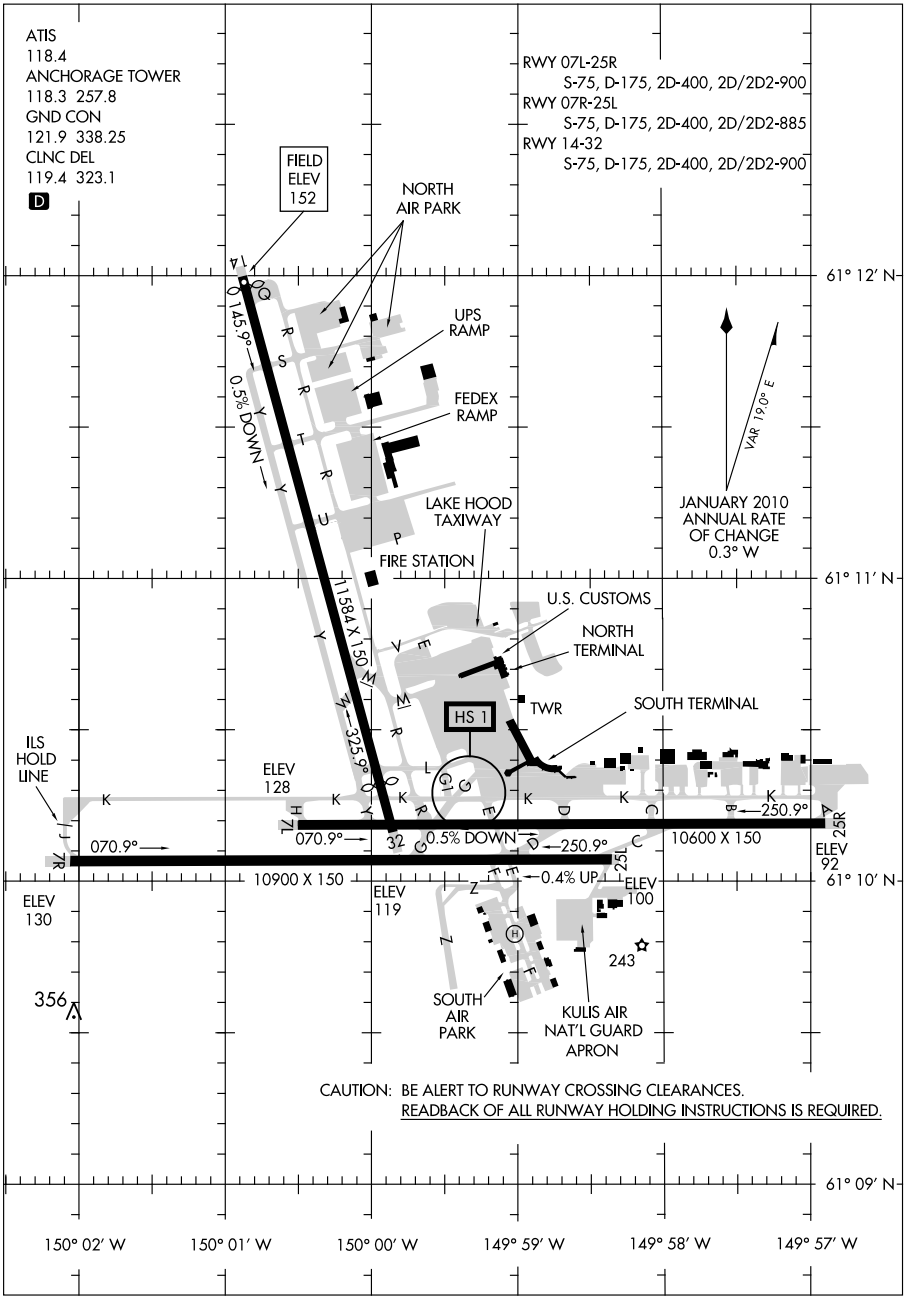
10210

ANCHORAGE, ALASKA
ANCHORAGE/MERRILL FIELD (MRI)(PAMR)

10266

AIRPORT DIAGRAM

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA)
ANCHORAGE, ALASKA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

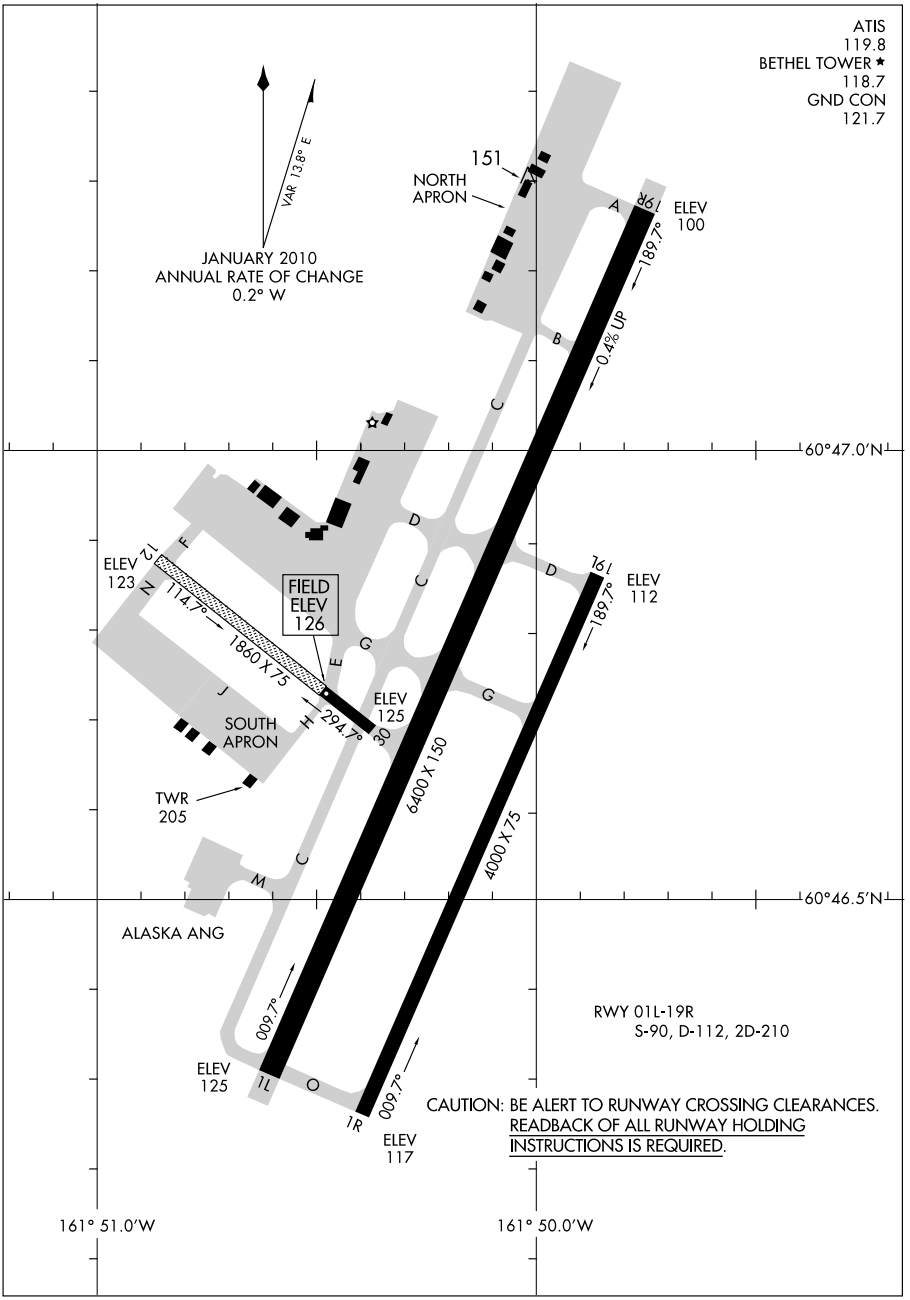
AIRPORT DIAGRAM
10266
ANCHORAGE, ALASKA
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

10210

AIRPORT DIAGRAM

BETHEL (BET) (PABE)
BETHEL, ALASKA

AL-5001 (FAA)



AIRPORT DIAGRAM

10210

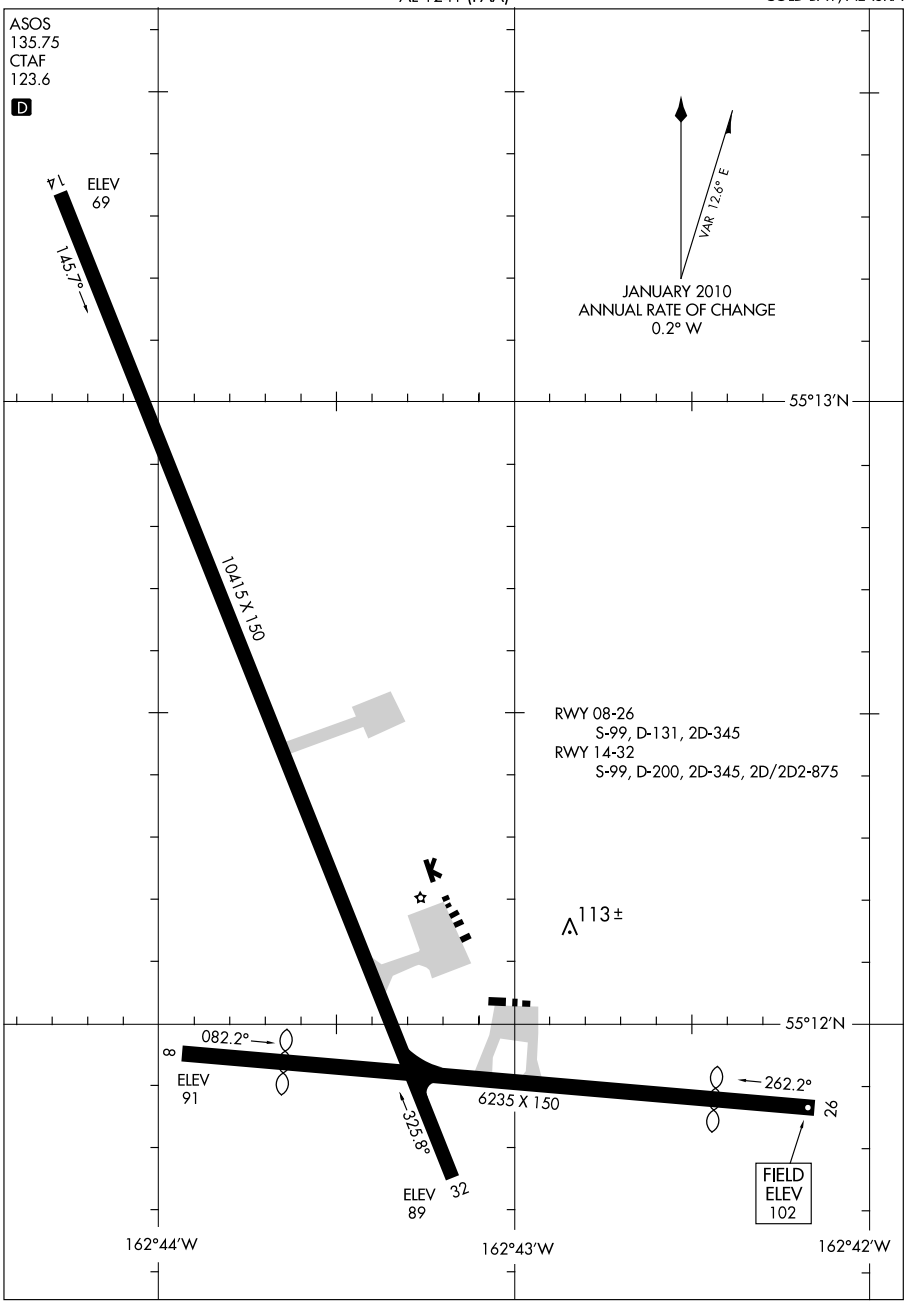
BETHEL, ALASKA
BETHEL (BET) (PABE)

10210

AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA



AIRPORT DIAGRAM

10210

COLD BAY, ALASKA
COLD BAY (CDB) (PACD)

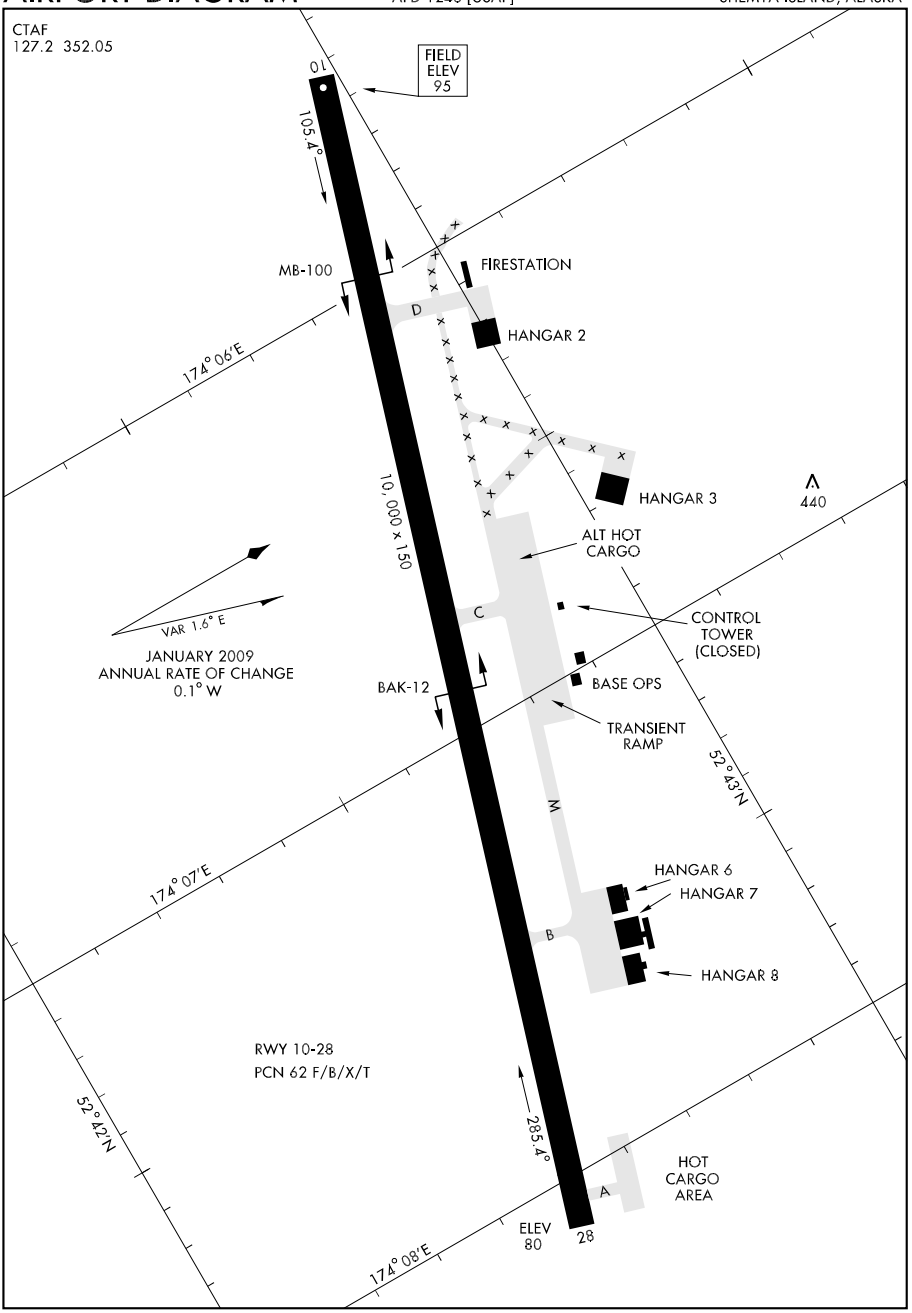
09015

AIRPORT DIAGRAM

EARECKSON AS (PASY)

AFD-1246 [USAF]

SHEMYA ISLAND, ALASKA

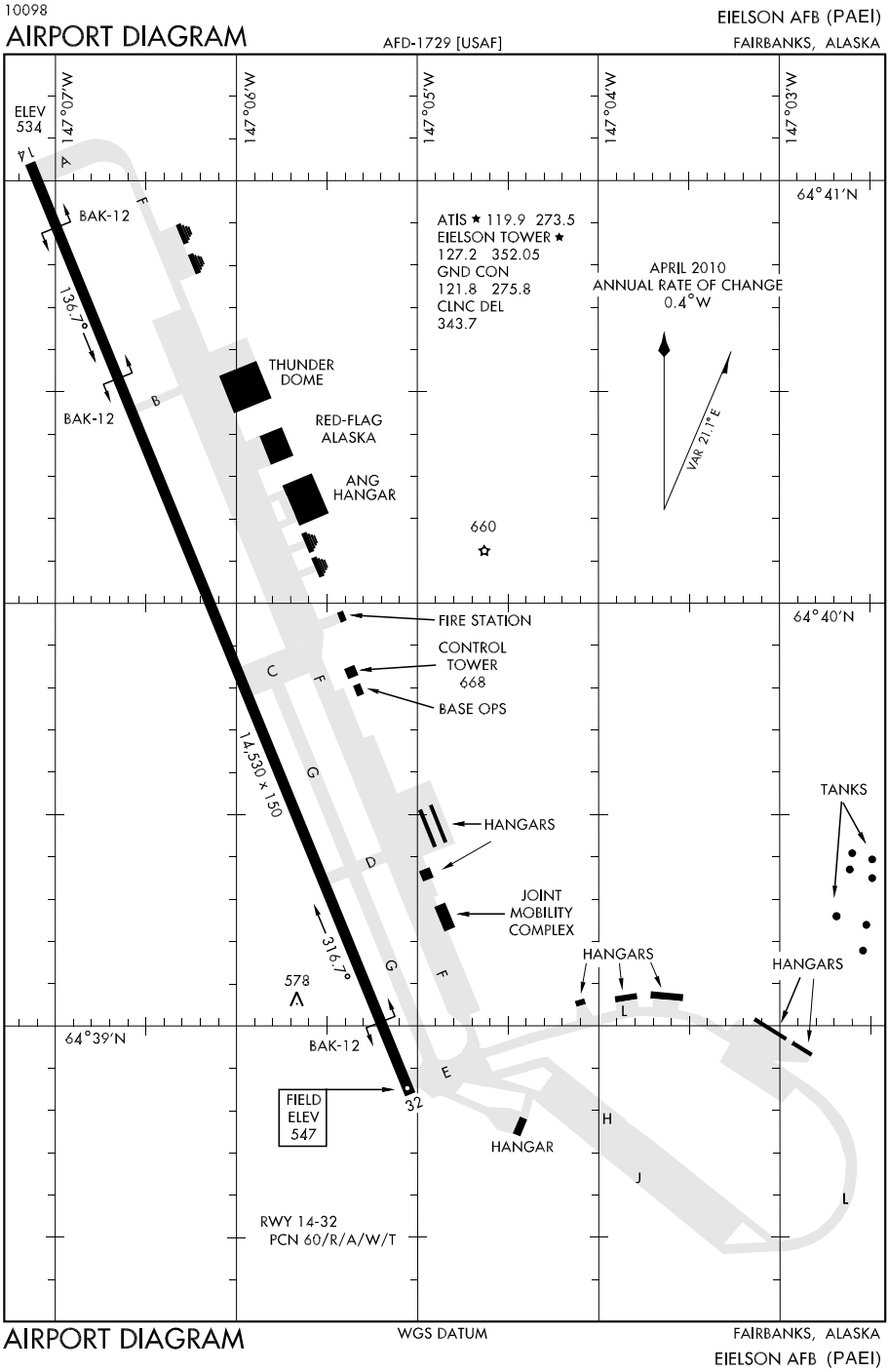


AIRPORT DIAGRAM

WGS DATUM

SHEMYA ISLAND, ALASKA

EARECKSON AS (PASY)


10098
AIRPORT DIAGRAM
AFD-1729 [USAF]
EIELSON AFB (PAEI)
FAIRBANKS, ALASKA
ELEV 534
147°07'W
147°06'W
147°05'W
147°04'W
147°03'W
64°41'N
64°40'N
64°39'N
BAK-12
136.7°
316.7°
ATIS ★ 119.9 273.5
EIELSON TOWER ★
127.2 352.05
GND CON
121.8 275.8
CLNC DEL
343.7
APRIL 2010
ANNUAL RATE OF CHANGE
0.4°W
VAR 21.1°E
THUNDER DOME
RED-FLAG ALASKA
ANG HANGAR
660
FIRE STATION
CONTROL TOWER
668
BASE OPS
14,530 x 150
HANGARS
JOINT MOBILITY COMPLEX
TANKS
578
FIELD ELEV 547
32
HANGAR
RWY 14-32
PCN 60/R/A/W/T
WGS DATUM

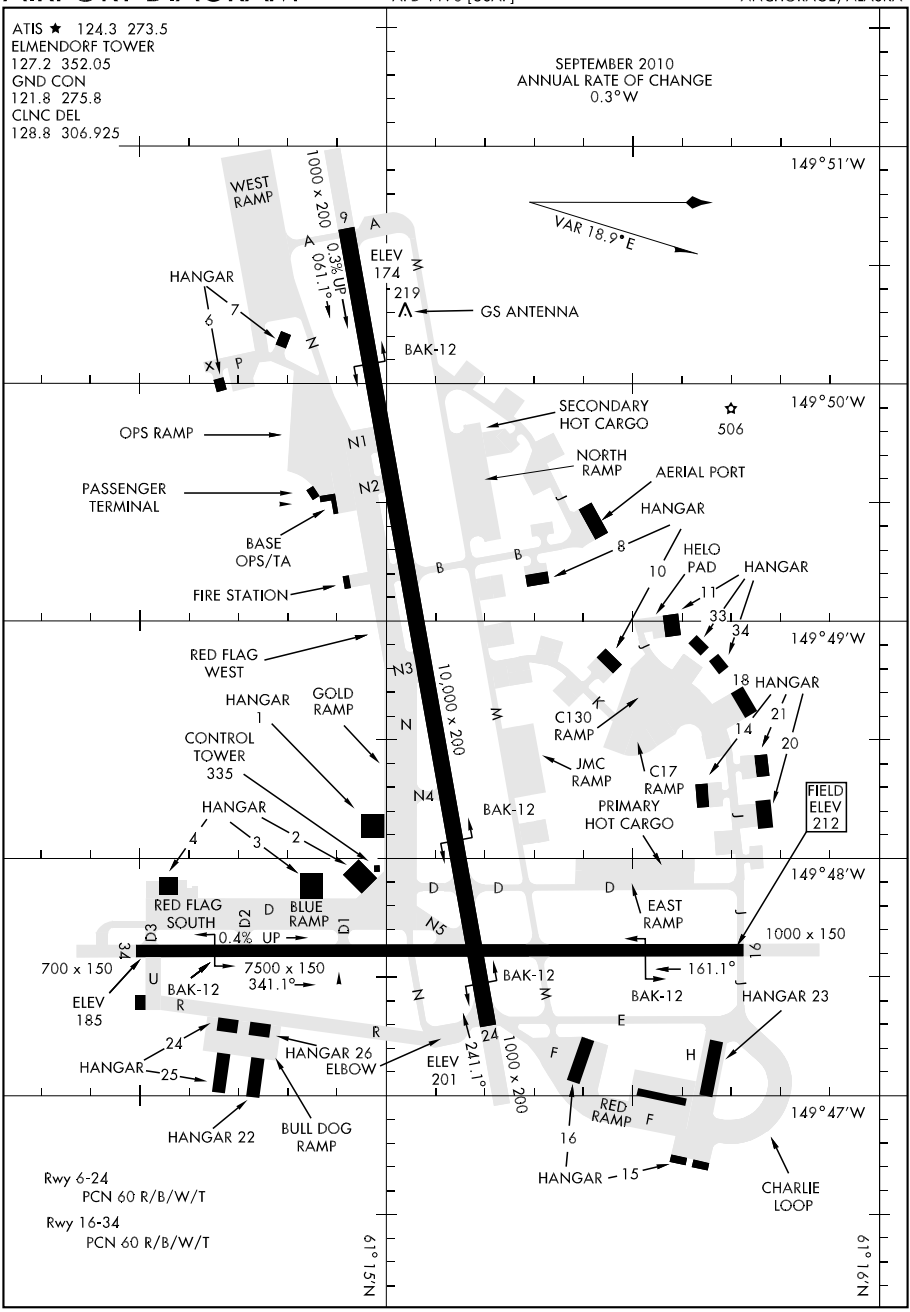
10266

AIRPORT DIAGRAM

ELMENDORF AFB (PAED)

AFD-1196 [USAF]

ANCHORAGE, ALASKA



AIRPORT DIAGRAM

ANCHORAGE, ALASKA

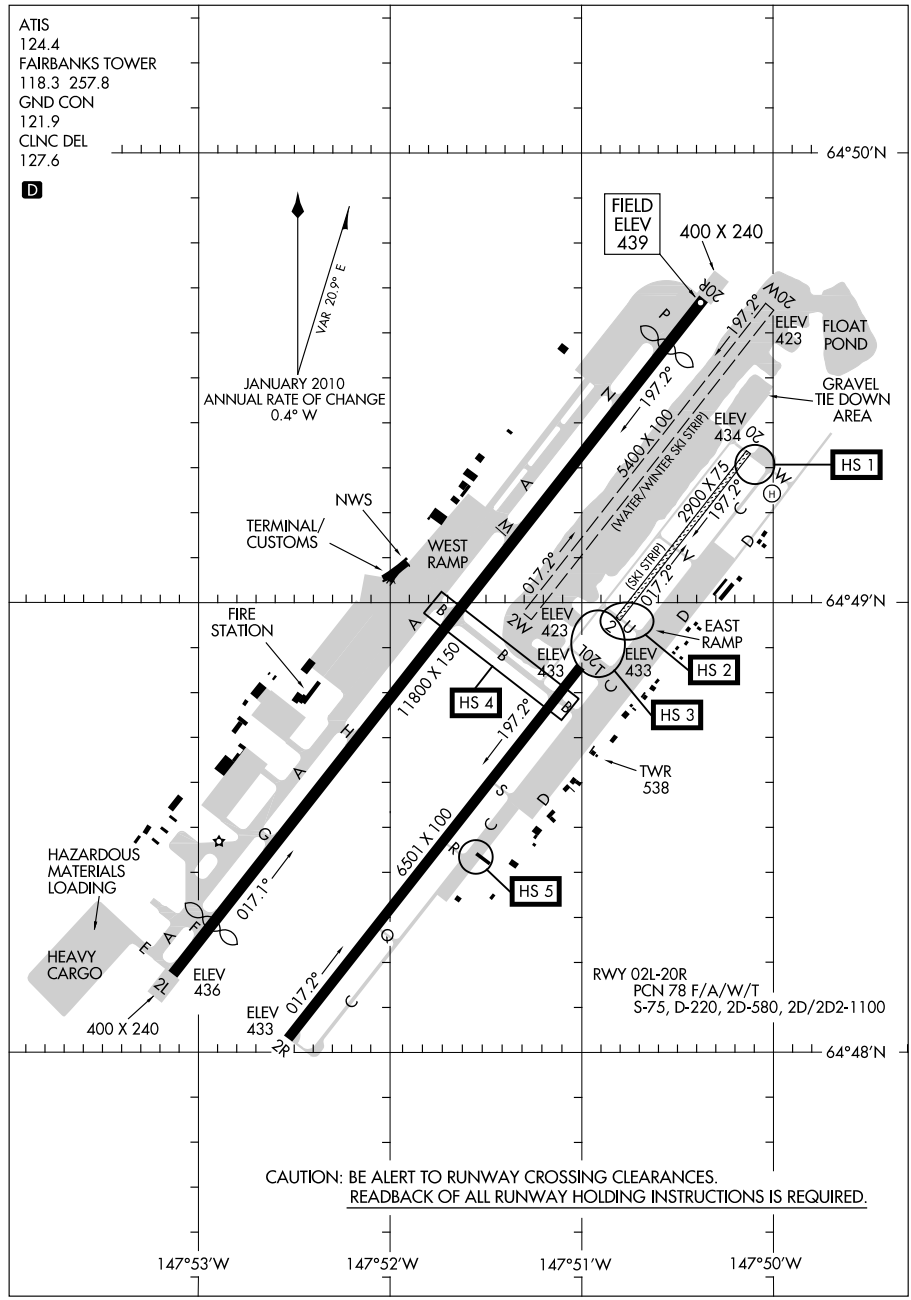
ELMENDORF AFB (PAED)

10266

AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA



AIRPORT DIAGRAM

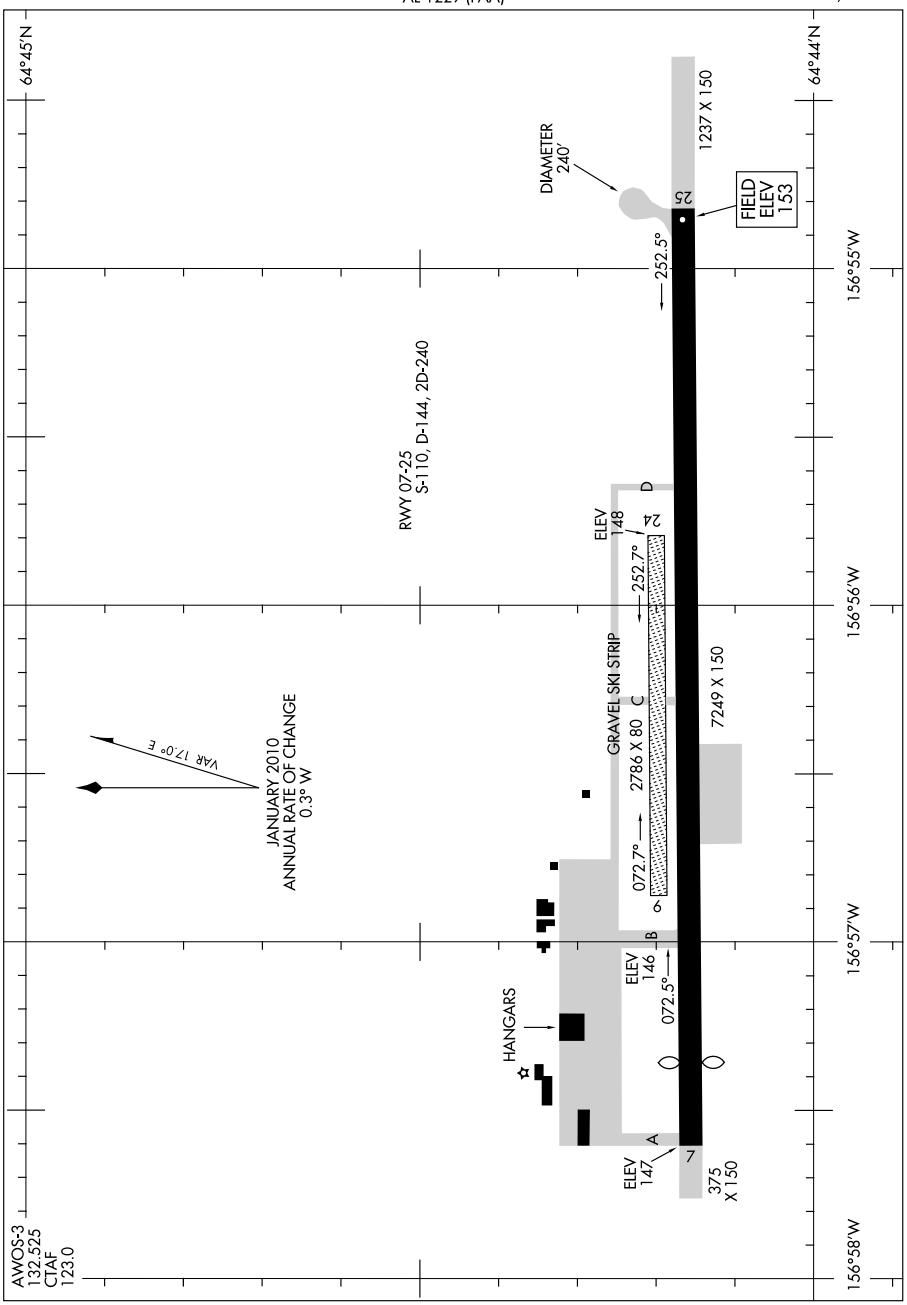
FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

10266

10210

AIRPORT DIAGRAM

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)
AL-1229 (FAA)
GALENA, ALASKA



AIRPORT DIAGRAM

GALENA, ALASKA
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)
10210

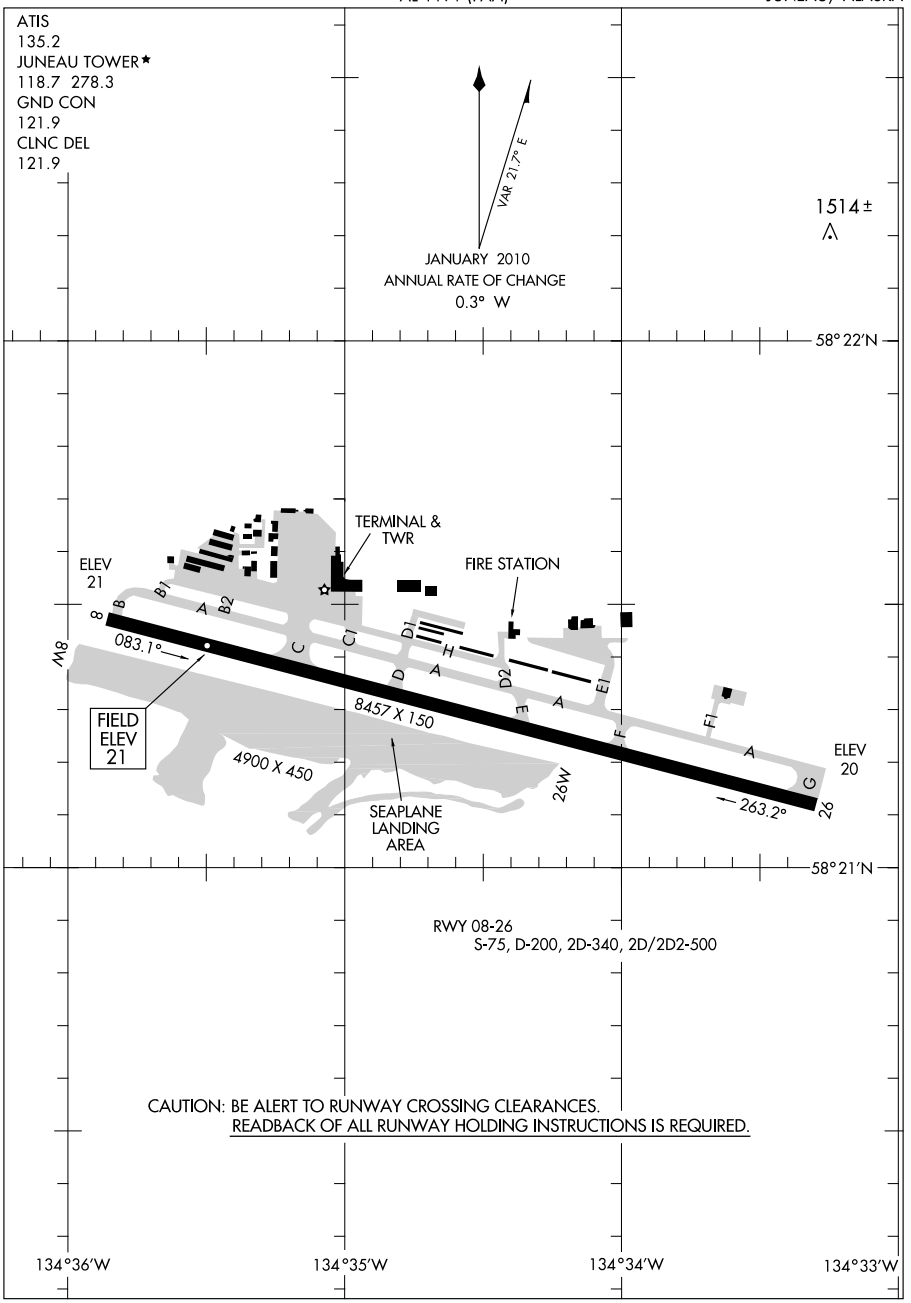
10266

AIRPORT DIAGRAM

JUNEAU INTL (JNU)(PAJN)

AL-1191 (FAA)

JUNEAU, ALASKA



AIRPORT DIAGRAM

JUNEAU, ALASKA

JUNEAU INTL (JNU)(PAJN)

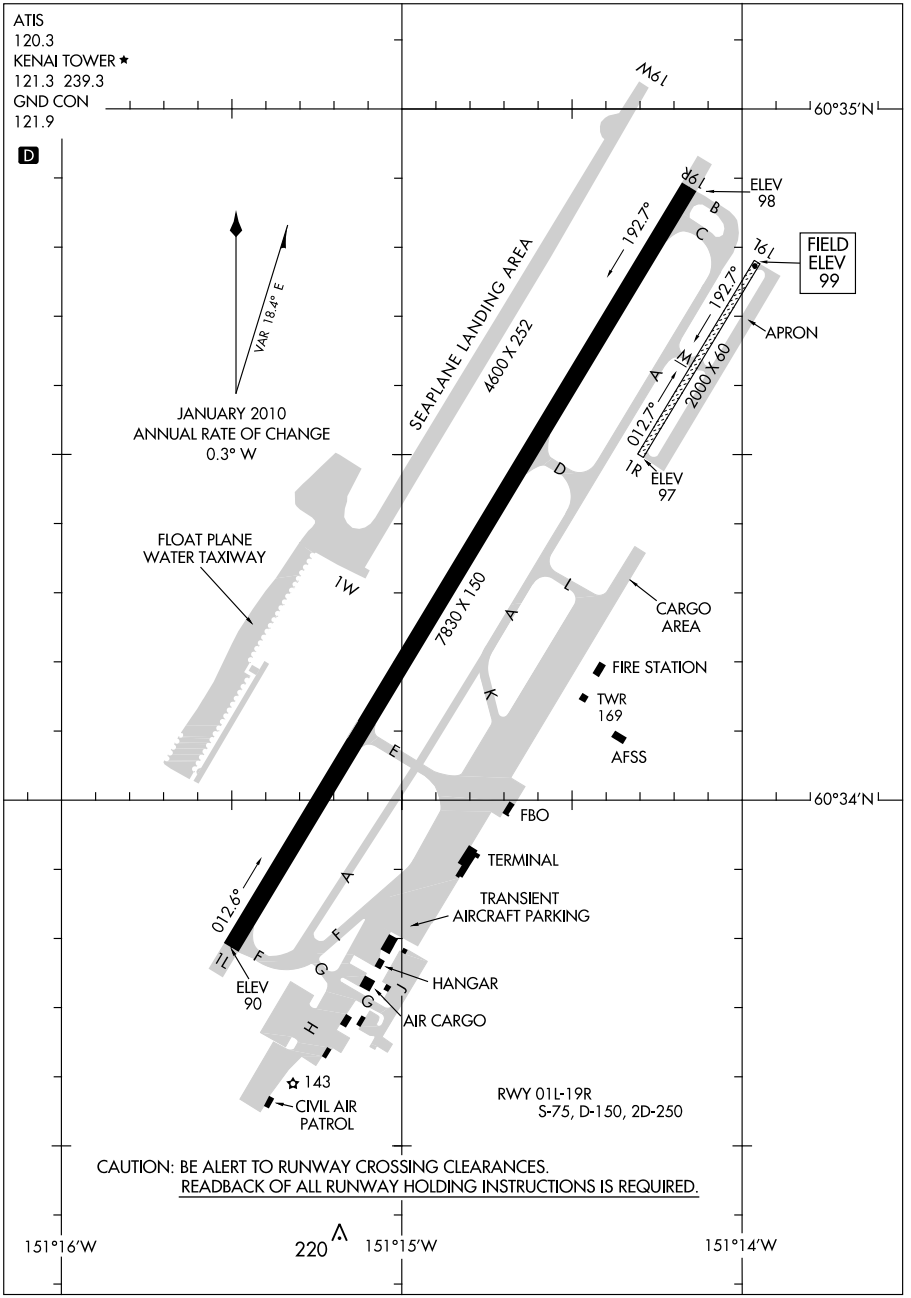
10266

10266

AIRPORT DIAGRAM

KENAI MUNI (ENA) (PAEN)
KENAI, ALASKA

AL-1235 (FAA)



AIRPORT DIAGRAM

10266

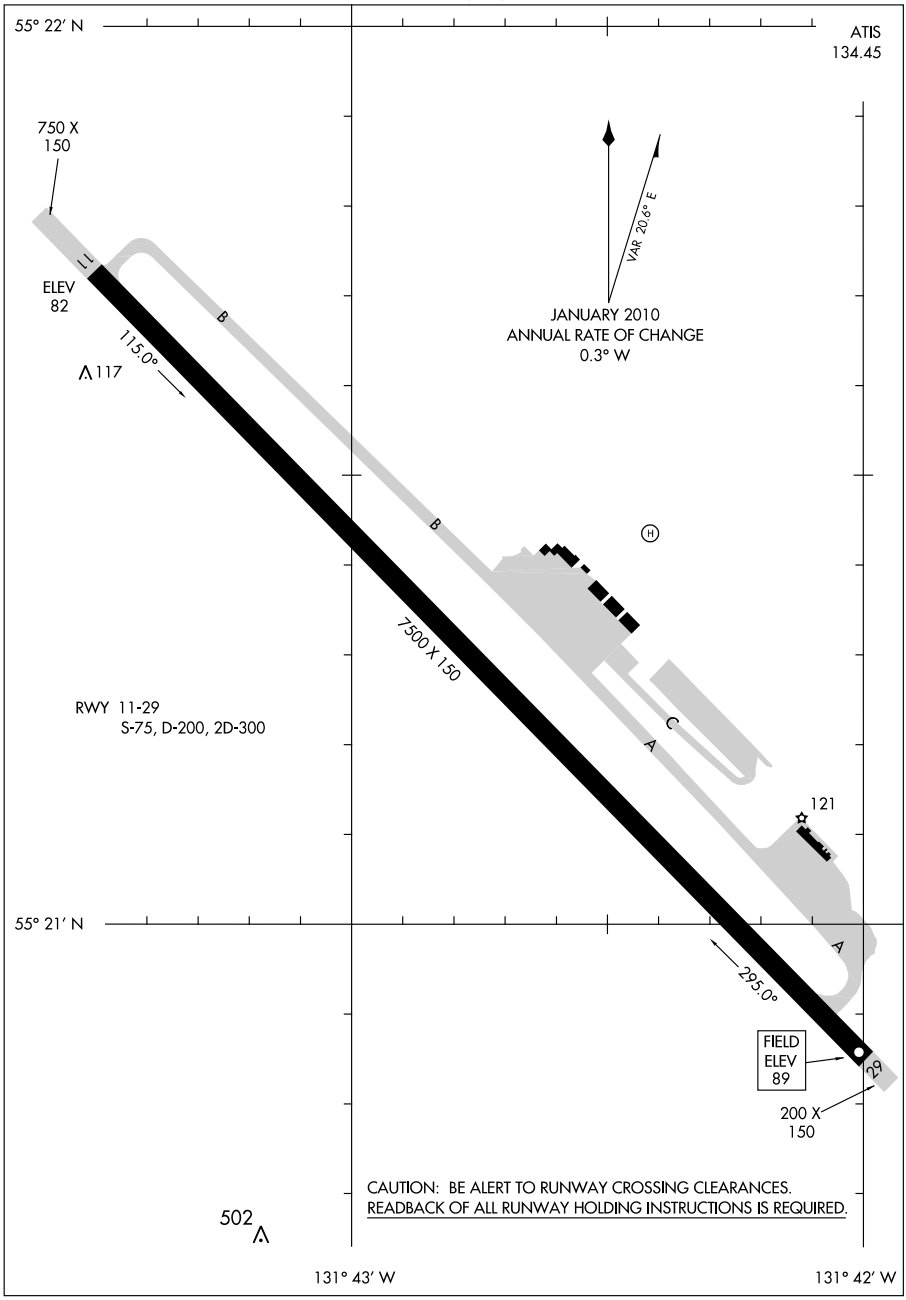
KENAI, ALASKA
KENAI MUNI (ENA) (PAEN)

10210

AIRPORT DIAGRAM

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA

AL-6053 (FAA)



AIRPORT DIAGRAM

KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)

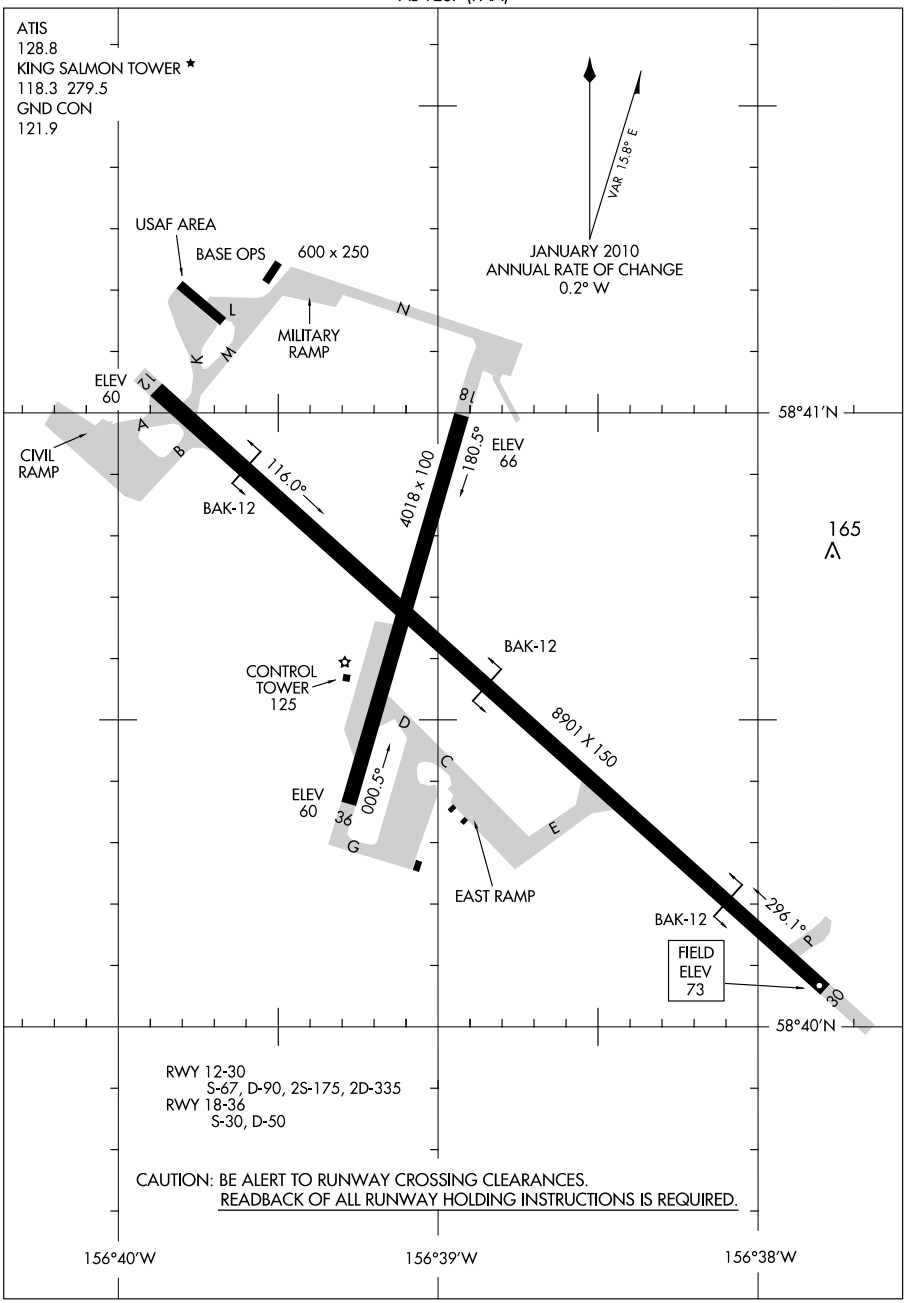
10210

10210

AIRPORT DIAGRAM

KING SALMON (AKN)(PAKN)
KING SALMON, ALASKA

AL-1237 (FAA)



AIRPORT DIAGRAM

KING SALMON, ALASKA
KING SALMON (AKN)(PAKN)

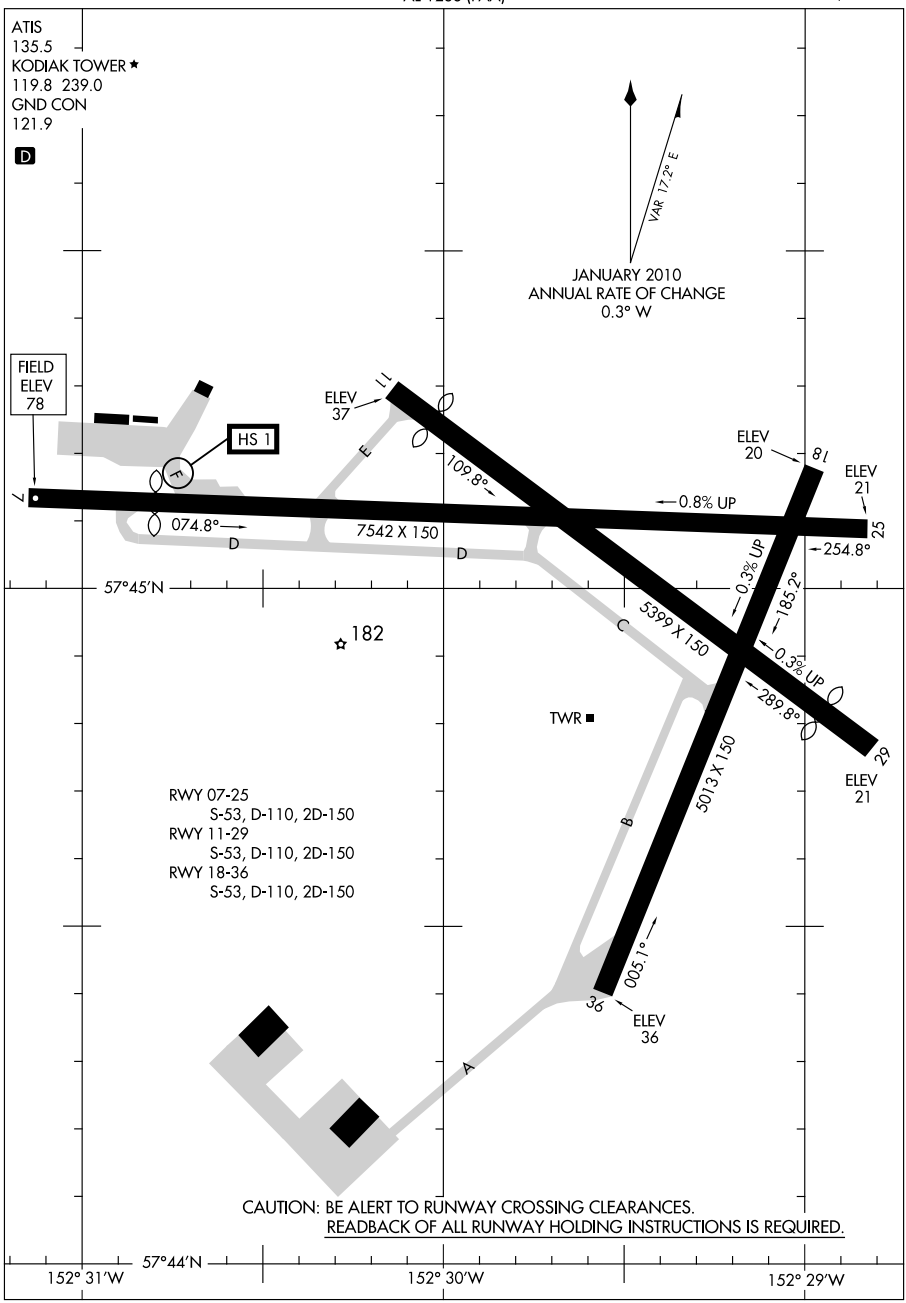
10210

10266

AIRPORT DIAGRAM

AL-1238 (FAA)

KODIAK (ADQ)(PADQ)
KODIAK, ALASKA



AIRPORT DIAGRAM

KODIAK, ALASKA
KODIAK (ADQ)(PADQ)

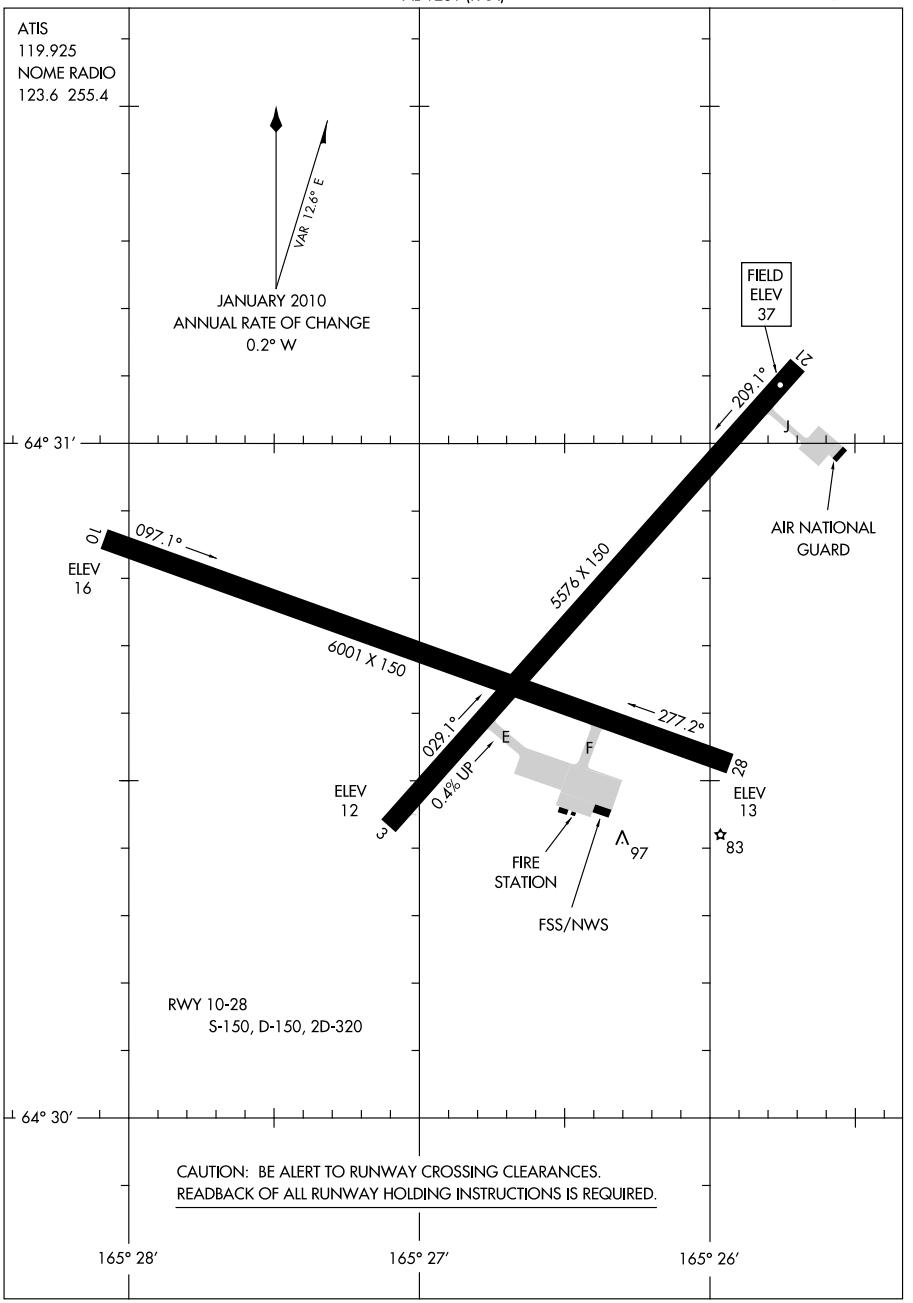
10266

10210

AIRPORT DIAGRAM

NOME (OME)(PAOM)
NOME, ALASKA

AL-1231 (FAA)



AIRPORT DIAGRAM
10210
NOME, ALASKA
NOME (OME)(PAOM)

INTENTIONALLY

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A

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